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INDIA, AUSTRALIA, &c., and for  
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A Comprehensive and Complete  
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NEWS OF THE FAR EAST  
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[a40-2]

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Hongkong, 29th April, 1908. [a827]

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Hongkong, 11th August, 1909. [1060]

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METALLIC BREAKAGE and SPOILED  
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must contain:-

1. Christian name, second name, surname  
and the address of the purchaser.
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wishes to have
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4. With the Application should be enclosed:  
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Principal Account Office, amounting to  
10 per cent. of the proposed price, or the  
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Chinese Bank on current account of the  
Railway's Director and the Conditions  
signed by purchaser.

All information necessary and conditions can  
be procured at the Material Department in  
Harbin, daily, except Holidays from 9-3 o'clock  
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right not to sell these parts of breakage on which  
the offered price is too low and also has the  
right not only to consider the price offered, but  
other considerations as well.  
CHINESE EASTERN RAILWAY Co.,  
Harbin.  
Harbin, 23rd June, 1909. [a977]

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LANE, CRAWFORD & CO.

Hongkong, 11th August, 1909. [a33]



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THE LEADING BEER IN THE  
FAR EAST.

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Hongkong, 21st July, 1909. [a35]

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[a83-1]

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Ar. - Mukden	"	"
Lv. - Mukden	"	"
Ar. - Changchun	Monday	Wednesday
Lv. - Changchun	"	"
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Lv. - Harbin	"	"
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Lv. — " "	7 p.m.	"	"	"
Ar. — Mukden ... " " " "	2:10 a.m.	Wednesday	Friday	Sunday
Lv. — " " " "	2:30 a.m.	"	"	"
Ar. — Dairen " " " "	12:30 p.m.	"	"	"
Lv. — " " " "	afternoon	"	"	"
Ar. — Shanghai (Steamer) " " " "	"	Friday	Sunday	Tuesday

\*Russian Train time is 23 minutes earlier than S. M. R. time.

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Hongkong, 4th December, 1907. [a44]

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Hongkong, 5th October, 1908. [a43]

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[a46]



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Hongkong, 19th July, 1909.

**NOTICE TO CORRESPONDENTS.**  
ONLY communications relating to the news columns should be addressed to THE EDITOR. Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication but as evidence of good faith. All letters for publication should be written on one side of paper only. No anonymously signed communications that have already appeared in other papers will be inserted. Orders for extra copies of DAILY PRESS should be sent before 11 a.m. on day of publication. After that hour the supply is limited. Only supply for Cash. Telegraphic Address: PRESS. Code: A.S.W. 5th Ed. Lieber. P. O. Box, 34, Telephone No. 12.

**BIRTH.**  
At 2, Redhill, The Peak, on 16th inst., to Mr. and Mrs. J. W. C. FORTAB, a daughter. [1079]

HONGKONG OFFICE: 10A, DES VOGES ROAD  
LONDON OFFICE: 131, FLEET STREET, E.C.

**The Daily Press.**

HONGKONG, AUGUST 17TH 1909.

It can hardly even yet be clearly understood why PRESIDENT TART selected the moment that he did for putting in a claim to participate in Chinese loans. Diplomatically, at first sight at least, the initiatory step would seem to have partaken very much of the nature of a blunder; at the time the Chinese were in an unwontedly suspicious mood, the reactionary party, under the false pretence of patriotism, had raised the party cry of "China for the Chinese," and, finding that the cry had become popular amongst the unthinking crowd, were seeking to turn it to their own private advantage, and restore the old régime of office as a source of private profit. Under the circumstances it was but natural that the first impression of the ROBERTS should have been one of astonishment and anxiety at receiving a telegram from the PRESIDENT, claiming the right of America to participate in the loan being negotiated with England and Germany for the construction of the proposed Hankow and Szechuan Railway. As the lesser of two evils the reactionary party had been agitating for the withdrawal of all foreign railway concessions as infringing on China's "Sovereign Rights," and the purchase of the concessionary rights by means of loans raised abroad, as well as the construction of all railways in the future by Chinese capital exclusively. It was well known that the

main object of the party was to render all industrial progress to China impossible, and to restore the worst abuses of the old régime; and as the members knew very well that there was no money to be had in China at rates which industrial undertakings, such as railways and mines, could afford to pay, they resorted on sure grounds that the hated innovations would at once be effectively excluded, without the necessity of proceeding to *forces majeure*.

Under the circumstances, as foreseen by some of the better informed American organs, the inevitable result of the demand to participate as a right in the process of lending money to the Chinese Government would be to increase the popular suspicion as to foreign motives, and hence to increase enormously the power of the reactionary party; and it was clearly in view of this that the PRINCE ROBERT felt anxious with regard to the possible outcome of the situation. Owing to the general ignorance as to the part being played in China by the reactionary party in their attempts to reverse the course of events, the most extraordinary motives have been attributed to PRESIDENT TART in seeking to participate in the new loan. It has been presumed that he has been desirous of assuming a less friendly attitude towards England than his predecessor, Mr. ROOSEVELT, who, he is made to believe, played too much into the hands of England for the entire good of the States, and that the resolution taken to telegraph to the PRINCE ROBERT while the latter was actually in negotiation with England was the outcome of this. Undoubtedly, when first announced there may have been such an apparent indication, and the time certainly seemed inopportune. In other quarters, where exists an unreasonable suspicion of Germany as the root of all political mistrust, it was sagely given out that America had acted in the matter on Germany's instigation. The subsequent course of events has shown pretty plainly that neither explanation accords with the facts of the case. PRESIDENT TART has certainly not in any overt way sought to discover himself from the policy of his predecessor, Mr. ROOSEVELT had, in fact, in the negotiations regarding the resumption of the Canton-Hankow line stipulated for the participation of the States in the next railway loan, and it was probably at the request of the Morgan group of capitalists recalling this, that PRESIDENT TART sent his telegram. That it would have caused any inconvenience to Great Britain does not, as a fact, seem to have entered his mind, and it certainly does not seem to have appeared to the British negotiators as at all dictated by unfriendly motives. The idea that the step was suggested by Germany with the object of raising a sore between America and England still less corresponds with what we know of the intimate relations between Germany and the States. Germany has been following very closely the recent proceedings in Congress relating to the rearrangement of the Tariff, and has not been so enamoured of the result that she would feel inclined to enter into an intrigue with the States against England. Altogether the proposition of PRESIDENT TART that American financial houses should be permitted to take part in the loan for the construction of the new Hankow-Szechuan Railway, seen from his point of view, was perfectly natural; and in no way unfriendly towards either Germany or England; and we may accept without reserve his explanation of the affair, and see how it has been that the English interests concerned have so far condoned its presumed unfriendly nature that they have expressed their willingness that the amount of the loan should be increased by one-half, in order that America should come in on perfectly even terms with the others.

This, however, naturally leads to a consideration of the project from an international point of view. Although willing to advance the money for the construction on the guarantee of the Chinese Government itself, the financiers concerned do not hold the line in pledge, and so have no direct interest in its construction, not in its financial success. Now we are seeing in the construction of the Pukow-Tientsin Railway how, in spite of the best efforts of the Chinese Government itself, its guarantee does not afford the slightest protection against fraudulent malappropriations of the loan. The Government has already had to cashier one director, and seriously caution another, though seemingly afraid to remove him from office. Now this proposed Hankow-Szechuan Railway is a much more serious undertaking than the Tientsin-Pukow line. It is practically with regard to the difficulties of construction on a par with the main Alpine lines in Europe, and requires engineering skill of the highest nature. Yet we have no record of any survey, nor has any consulting engineer of any eminence been called on to report on the feasibility of the line, or the method

of construction, nor indeed even of the route to be adopted. We have had another example, even in the case of so easily constructed a line as that from Shanghai to Hankow, how hundreds of thousands of capital can be spent, nominally in the construction of a railway, but have really been absorbed into private channels. For such lines the guarantee of Peking may be looked upon by reasonable undertakers as sufficiently satisfactory. The Chinese are certainly at the moment sufficiently skilled to construct such lines so that they can carry ordinary traffic. When we come to lines requiring special skill, and enlarged experience, as a line in Szechuan, especially as that line is intended to be one of the main trunk lines of the Empire, the whole face of affairs is changed. We have no guarantee in the first instance that a line commenced by incapable engineers in an unknown country is capable of being completed, however much may be spent upon it; and we have no possible check on the cost, even accepting the possibility of construction. Financial agents have generally a propensity for shifting these considerations off their own shoulders, and think little how the funds are expended provided that they can issue a sufficiently enticing prospectus; and the railway financing of China is at the moment in that inchoate condition that there are huge profits in sight for the first undertakers; and perhaps Chinese officials are not alone in their conceptions of the advantage of being first in the field.

However it may turn out, there is a considerable amount of responsibility resting on the shoulders of those Governments which are engaged in negotiating these advances, both with regard to their own nationals and China herself; all is not gold that glitters, and not all the schemes proposed could bear the test of close investigation in the interests of their nationals or of China herself. Chinese finance is not yet past the danger point, yet both home and foreign influences seem to be combining to drag it back into the slough of despond.

The German Mail of the 16th July was delivered in London on the 14th inst.

Colonel George B. Colton, who succeeded Mr. Shuster as Collector of Customs in the Philippines, has tendered his resignation.

Not a single case of plague was reported in the Colony of Hongkong last week. The only case of communicable disease notified was one imported case of enteric fever.

The Royal Netherlands warships H.M. de *Euyter*, *Tromp* and *Koningin Regentes* were expected to arrive at Manila from Batavia yesterday.

Mr. Frederic Henry Balfour, of Palastina Castle, Via San Francisco Poverina, Florence, Italy, and late of Shanghai, formerly editor of the North China Herald and Daily News, who died on May 22, aged 63, left estate in the United Kingdom valued at £26,264, 5s. 1d.

Major G. E. Pereira, C.V.G., D.S.O., 2nd Battalion Grenadier Guards, till recently Military Attaché in China, is about to retire. He served in the China war 1890, when he was wounded, and during the latter phase of the South African campaign, receiving the Queen's medal and three clasps.

While the river steamer *Shun Tak* was returning from the West River on Saturday night a Chinese passenger attempted suicide by jumping overboard. He was rescued by the crew, and appeared before Mr. F. A. Hazeland at the Magistrate's yesterday, when he was remanded for observation.

The return of visitors to the City Hall Library and Museum for the week ending the 15th August, 1909, shows that of non-Chinese there were 436 to the Library and 235 to the Museum, and of Chinese 259 to the former and 2,572 to the latter. The Library was, therefore, used by 695 persons and the Museum by 2,807.

A movement is on foot to establish some permanent form of memorial in Shanghai to the late Dr. Laloea. The committee in charge of the movement is as follows:—Sir Pelham Warren, K.C.M.G. (President), Mr. C. M. Bain (Honorary Secretary and Treasurer), the Rev. C. E. Darwent, Messrs. Geary, Gardiner, O. M. Green, S. E. Levy, F. S. Madan (Tata, Sons & Co.), W. C. Murray, J. H. Osborne, Setina (Cawston, Pallas & Co.), and M. Spielman.

In the case of the alleged manslaughter of a Chinese by Inspector Meers, of Kiuikang, which was heard before Mr. E. T. C. Werner, British Consul, the Consul decided last week that there was not sufficient evidence to send the accused for trial and he was accordingly discharged. The prosecution in the above case on behalf of the Chinese Government was undertaken by Mr. Fleming, while Mr. Godfrey, of Messrs. Ellis and Hayes, was retained for the defence.

At the Police Court on Monday afternoon before Mr. Wood the hearing was continued of the case in which Liu Kwan, an Ambulance coolie, charged Li San Sam, a Chinese constable, with assaulting him in one of the waiting rooms at the Central Police Station on the 31st instant. Mr. L. D'Almeida, a doctor, appeared again for the complainant, and Mr. Sydneyham Dixon represented the defendant. The chief Chinese detective Ju-Po and three police officers gave evidence for the defendant, who was eventually acquitted.

## TELEGRAMS.

[Protected by the Telegraphic Message  
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## THE EARTHQUAKE IN JAPAN.

Tokyo, August 16th.

The official report confirms the extent and violence of the earthquake shocks in Japan, but being confined to the country districts and owing to the absence of fires there was comparatively little loss.

[REUTERS'S SERVICE TO THE "HONGKONG  
DAILY PRESS"]

## THE SITUATION IN CRETE.

London, August 16th.

Armed peasants occupied the fortress at Canea to prevent the removal of the flag.

Gendarmes forced the peasants to evacuate by promising to guard the flag.

The government is resigning and a Provisional Administration has been formed.

The British battleship "Swiftsure" has arrived in Suda Bay.

## AMERICA'S SUPER-DREAD-NOUGHT.

London, August 16th.

It is stated that the United States Government is considering a recommendation of the General Board of the Navy to build a battleship of 30,000 tons.

## S.S. "LUCANIA" GUTTED.

London, August 16th.

Fire broke out on the Cunarder "Lucania" while in dock at Liverpool and completely gutted the forward part. The liner was sunk in order to save her. She now rests badly damaged at the bottom of the dock.

## AUSTRALIA'S OFFER.

London, August 16th.

A Melbourne message states that it is believed that the Imperial Government and the Commonwealth have agreed as an alternative to the gift of a Dreadnought that Australia provide instead a squadron of swift cruisers for the Pacific and a large naval base.

## DESPERATE FISHERMEN.

A STORY FROM LANTAO ISLAND.

An unusual disturbance aroused residents from their slumbers in the quiet little village on Lantao Island early on Friday morning. It appeared that at about 3 a.m. on the morning mentioned seven Hollo fishermen, armed with choppers, knives and bamboo, landed at the village unobserved, and approaching an unnumbered house at Shokshan, forced an entrance. The robbers apparently knew that there were two hawkers who carried a plentiful supply of cloth and a considerable sum of money staying at this house, and the object of their visit was to relieve these men of their wares and cash. They entered the house with wild shouts and proceeded to use their bamboo and chopppers on the inmates until they were satisfied that the latter were thoroughly frightened. Then the hawkers were asked where they had stored their money and goods. They lost no time in showing their assailants, and the fishermen speedily appropriated the cloth and the cash and departed. Next morning it was reported to the police at Chungshan that the robbers had departed with \$400 worth of cloth, and \$39.50 in cash. Sergeant Gordon immediately instituted inquiries, the result being that two men were arrested with the amount stolen in their possession. The police also learned that the men who had taken the cloth had sailed away in the direction of Linting, which is in Chinese territory. The two men arrested were charged before Mr. F. A. Hazeland at the Magistrate's yesterday and remanded.

## NEW CHINESE STAMP FOR COLLECTORS.

The Imperial Administration has decided to commemorate the accession to the throne of the new Emperor Hsuan Tung by the issue of three new stamps, which will be oblong, printed in two colours, and have a yellow border (yellow being the imperial colour), and will have as a central picture the Temple of Heaven. The values of these stamps will be two cents, three cents, and seven cents, the colours green, blue, and purple, according to the value, and the issue will be limited.

## SUPREME COURT.

Monday, 16th August

IN ORIGINAL JURISDICTION.

BEFORE THE FULL COURT.

HONGKONG MILLING COMPANY v. ARNHOLD, KARBERG & CO.

The seventh day's session was reached yesterday in the action in which the Hongkong Milling Company, of which Mr. H. Percy Smith is liquidator, claimed \$100,000 from Arnhold, Karberg and Co. for damages, for alleged failure to supply an ice-making plant according to stated requirements. Sir Henry Berkeley, K.C., and Mr. M. W. Slade, instructed by Mr. John Hastings, appeared for plaintiffs, defendants being represented by Mr. MacNeill, from Shanghai, and Mr. G. C. Alabaster, instructed by Mr. H. W. Looker, of Messrs. Deacon, Looker and Deacon.

Mr. MacNeill said he wished to mention a matter which happened on Saturday, and Mr. Haxton being present, perhaps their Lordships would be glad to have his explanation. On Saturday he saw one of the Ice Company's carts, which as far as he could see was on its way delivering ice to consumers, and on the cart he noticed a block of ice with the triangular band which Mr. Haxton told them was always worn off. Mr. Haxton was present.

The Chief Justice—I see no objection to Mr. Haxton giving his explanation. Mr. Haxton said the engineer at the works had orders to cut off the band, but occasionally a band got up to the depot. The bands were cut off before the ice was sold.

Mr. MacNeill—Was the ice going to a customer?—It was on an open cart. Mr. Haxton—How many blocks were there?—Mr. MacNeill—Six or seven.

Mr. Haxton—They might be going to one of the sub-depots. We have a Chinese sub-depot at West Point.

Mr. MacNeill—This cart was going towards East Point. It was the only block which had this band.

The Chief Justice—Probably the engineer forgot to cut it off.

Mr. Haxton—It might be. The Chief Justice—It seems clear this ice was not going to a depot.

Mr. Haxton then left the box.

The cross-examination of Mr. Arndt was continued by Mr. Slade. He said he had had a good many dealings with Mr. Rennie, whom he regarded as a very keen man of business. Witness was questioned as to statements in Borsig's catalogue as to machinery being supplied which would turn out clear and transparent ice, and asserted that the claim was to produce clear, pure ice.

Mr. Slade—It does not say opaque.

Witness—It says "I supply also machinery for supplying clear ice."

Mr. Slade—It does not say so; you are merely drawing the inference.

Witness—Yes the inference may be drawn.

Can you show me any other reference in the catalogue to an opaque core?—There does not appear to be any reference.

You have read the catalogue carefully. As far as you know there is no other reference?—No.

Can you remember in Mr. Borsig's letter to you any reference to an opaque core?—I don't think so.

Where did you learn there was an opaque white core in ice?—I read up for it.

The Paines Judge—Did you read scientific works?

Witness—I read catalogues and the encyclopaedia.

Mr. Slade—You read the encyclopaedia?

Mr. Slade—You learned there that there was an opaque white core in ice.

Witness—Yes.

When did Mr. Rennie first speak to you in 1907 about an ice-making plant?—On October 4th.

When Mr. Rennie spoke to you about an ice-making plant in 1905 you knew very little about it?—Yes.

And you acquired your information in the interval?—Yes.

Witness said that at an interview he told Mr. Rennie there was an opaque core in ice, and it was a plant to supply can ice which he proposed to offer. He did not think he specially mentioned the needles in can ice. He was not aware of the fact that needles and a core in the ice made it melt sooner.

Mr. Slade read a letter from an engineer in the employ of Arnhold, Karberg and Co. to witness pointing out that ice made on the plate system did not melt so quickly as ice made on other systems. He did not pass that information on to Mr. Rennie. He knew that Borsig's plant could not produce ice as clear as that of the Ice Company.

Then why did you enter into a contract to do it?—I didn't.

Mr. Slade then read the terms of the agreement, and added that the words were perfectly clear. He asked—If your state of knowledge was as you now assert it to be, why did you enter into this contract without any qualification at all?

Witness—In our letters we had stated perfectly clearly what we were prepared to guarantee.

But here is the formal agreement you entered into?—Mr. Rennie told me he would have the letters incorporated into an agreement.

You read the formal agreement?—Yes.

And you noticed the differences?—Yes.

Why didn't you make any modifications in them? The words are perfectly clear?—I

looked upon it in this way—the difference did not mean anything different to what had already been told in the letters.

You had had trouble with Mr. Rennie over guarantees before, hadn't you?—Yes.

Then why didn't you as an intelligent man make any modifications? It would have been so easy to insert the words "except with regard to a core." Why didn't you do it?—I could not say why I didn't. It struck me that this wording did not make any difference to what we had put in our letters.

There was an absolute difference. It was going to be as clear as the Ice Company's ice. You noticed the difference?—Yes.

Then why didn't you put in a few simple words that would clear up all difficulties?—I suppose it was rather careless on my part.

I suggest it was not carelessness on your part. It was absolutely straightforward and frank, because your machine could produce ice equal to the Ice Company's ice?—No.

You didn't believe that?—No.

You know Mr. Rennie wished ice as clear as the Ice Company's ice because he was selling to Jardine, Matheson & Co.?—No.

You didn't?—I thought he was selling in Hongkong.

Did you imagine he could sell any old snow he could put together and call ice?—No. It depends on the quality.

Did you imagine he had given any guarantee at all as to the quality of the ice he was going to supply?—He did not tell me.

Witness was afterwards questioned as to the agreement with reference to the liability under the guarantee.

You noticed in the guarantee that there was a new liability. The liability was on your firm and not merely on your principals?—Yes.

And the ice was to be as clear as the Hongkong Ice Company's, instead of being merely clear?—Yes.

Didn't you think it worth while, when you were in the same building as Mr. Rennie, to go upstairs to see him?—It did not occur to me.

The Chief Justice—Didn't you think it worth while to go upstairs?—It did not occur to me.

Mr. Slade—The differences were—rather material, weren't they?—Yes.

And might give rise to misunderstanding?—Yes; but I have already explained the view which I took.

Did you imagine that your previous agreement merely meant partially clear as can ice always is, and that this new agreement to the ice being as clear as the Hongkong Ice Company's meant perfectly clear? Yet you did not think it worth while to go upstairs to see Mr. Rennie?—It did not occur to me to see him.

I put it to you as a matter of fact that you did see Mr. Rennie, and that he told you unless you could guarantee that much you would not have the contract at all?—No. He didn't.

I put it to you that you thought this plant could turn out ice as expressed and that you were deceived by Borsig?—No.

I must put this question, that you are ready and willing to sign misleading agreements?—No. Either you are the one or the other?—No.

Witness was then examined as to letters written from the Hongkong branch to the Shanghai branch of Arnhold, Karberg.

Do you allege that the plant had an insufficient trial?—Personally, I allege nothing.

You were in Arnhold, Karberg's at that time and you are speaking now on their behalf. Do Arnhold, Karberg allege that the trial was insufficient?—I don't know.

Mr. MacNeill—We pleaded it. I allege it. Mr. Slade—That is what I want. This is a lawyer-manufactured defence from beginning to end.

Do they complain that the trial was incomplete?—I believe it is mentioned in that letter. At the time?—Yes.

This is one of the many things you are complaining of about now which you did not think of sufficient importance at the time?—I did not mention it.

Did you at any time ask the Milling Company to have a further trial?—No.

Did you at any time complain to the Milling Company that the trial had been out short?—I believe it was done.

Re-examined—That guarantee which you gave to Mr. Rennie was no special guarantee, but was your ordinary form of guarantee which you were in the habit of giving as manufacturers' agents?—Yes.

And in view of what you told my friend, that that guarantee was inserted deliberately for the purpose of avoiding liability, I want your explanation.

Witness—I did not catch the question. Mr. Slade—It is beyond him.

The Chief Justice—What was the question? Mr. MacNeill (to his Lordship)—Is it really beyond?—(laughter).

The Chief Justice—Is it really worth while? Mr. MacNeill—I don't know that it is.

The hearing was adjourned.

## SHOOTING.

VOLUNTEER INFANTRY COMPANY.

The shooting arrangements of the newly-formed Infantry Company have hitherto been upset by unfavourable weather. Sunday morning, however, proved an exception and a fair number turned out to shoot for a Cup presented by Captain Wood.

The bright and changing light, together with heavy shower whilst at 500 yards range, rendered good shooting difficult. Private Elliot's aggregate of 99 being much the best.

Several of the competitors who have had little or no previous experience with the rifle gave promise of developing into "good shots," whilst it was evident that some of the "older hands" would render a good account with a little more steady practice.

Further shoots will be held at The Hang Range on Saturday and Sunday next, commencing at 3.30 p.m. and 10.0 a.m. respectively.



## SHIPPING NOTES.

Much controversy has arisen of late in connection with the substitution of Chinese for British crews in ships of the mercantile marine. According to statistics just received from the Board of Trade by the Imperial Merchant Service Guild, the number of Chinese shipped at eighteen of the principal ports in the United Kingdom during the years 1906, 1907, and 1908 are 3,190, 4,952, and 4,463 respectively. From this of course it would appear that the new language test for seamen, imposed by the Board of Trade, has arrested the influx of Chinese seamen in our ships. An interesting feature in connection with this matter has just been brought to the notice of the Secretary by one of the members of the Guild relative to a curious law or belief which prevails in China. It is said that if a Chinaman sees the life of another he has, by Chinese law, to keep him and feed him for the rest of his life. This, this Guild's correspondent remarks, is rather the reverse of Western ideas, but explains to a large extent why Chinamen are not of much use in cases of emergency. He quotes the following personal experience: "In the steamer of which I was chief officer, Chinese firemen were employed. We had the misfortune to sink another steamer, and although boat-drill was held regularly every week, these firemen would not attempt in any way to save life, this being left to the British officers and sailors. I did not understand their reluctance to take part in the rescue, as there was so very little danger connected with it. I now believe that the law existing in China of having to keep a man on saving his life was the cause of the reluctance of the firemen referred to." It will be of interest to watch in the future whether such a characteristic again displays itself, if so, it will be a further illustration of the dangers of Chinese crews.

On the reappointment of the Merchant Shipping Advisory Committee by the President of the Board of Trade, the Imperial Merchant Service Guild were invited by the Board of Trade to nominate a representative to sit on the committee. The Guild have decided to nominate Captain George Nelson Hampson as their representative. Captain Hampson as their recent retirement from the sea was Commodore Captain in the West African fleet of steamers, owned by Messrs. Elder, Dempster, and Co., in which he served for over 25 years. Captain Hampson is a member of the management committee of the guild, and a former chairman of the advisory committee now merged in the management committee.

Some kind of trouble seems to have occurred between the Toyo Kisen Kaisha and the Pacific Mail Steamship Co., which have hitherto worked in conjunction. The *Osaaka Mainichi* states that the manager of the San Francisco branch of the Toyo Kisen Kaisha left San Francisco on the 27th ultimo for Japan, and that the object of his visit to Tokyo is said to be the cancelling of the agreement between the company and the Pacific Mail Steamship Company. The *Osaaka* journal adds that owing to the depression in the marine business the Pacific Mail Company has repeatedly set in defiance of the agreement in order to secure freight, and in retaliation the Toyo Kisen Kaisha has decided to cancel the agreement with the American company. If the agreement is cancelled the Toyo Kisen Kaisha will be unable to maintain the connection of its steamers with the railways in America. This will place the company in a very disadvantageous position, but if the action of the Pacific Mail Company were passed over, it is claimed, that the company would not in a still more arbitrary manner and the Toyo Kisen Kaisha would be involved in an even more disadvantageous position than by the disconnection. Thus the company is placed in a very embarrassing situation. As the *Japan Chronicle* remarks, it seems a curious dispute as related in the Japanese papers.

Another Japanese newspaper denies this story, which appears to have been based on a telegram from San Francisco, but states that the relations between the American and the Japanese Company have not been as correct as they might be. A cancellation of the contract, however, is impossible. The San Francisco agent for the T.K.K. is coming to Japan, says this journal, in order to report to the Company the result of the negotiations between the T.K.K. and the Mexican Government concerning the subsidy question and the connection of railway and steamship services in Mexico. The T.K.K. has agreed to cause its steamers to call at Mexican ports six times a year and the Mexican Government offer a subsidy of Y. 10,000 each time.

The principal shareholders of the Toyo Kisen Kaisha had a meeting on the 2nd instant at which the board of directors sought to obtain the approval of the shareholders to certain matters to be laid before a forthcoming special general meeting. Mr. Yamataka Rinnosuke put a number of questions, and he was followed by others. The points raised were in substance as follows:—

- (1) That the number of tank-steamers in the company's fleet has increased, though the board of directors is aware that there is little profit in importing oil.
- (2) That the company is incapable of paying a dividend of 12 per cent. on the preferential shares, as proposed by the directors, owing to the depression in the marine transport business.
- (3) That the auditors are neglecting their duty in approving the scheme of the board of directors.

After a heated debate, it is reported that the meeting agreed to appoint a committee to investigate the real position of the company. Mr. Clark and Captain Douglas, whose expedition to the interior of China resulted in the death of a Sikh alleged to have been killed by the natives of Kaseu, arrived at Peking on August 1.

## DISTURBANCE NEAR THE DOCKS.

Considerable excitement prevailed in Shang On Lane, near the Kowloon Docks, on Sunday afternoon, when a number of Chinese and Filipino seamen from different vessels in dock had a free fight. Trouble was evidently expected, for a number of the Filipinos arrested were found to be in possession of lead and sandbags. So far as can be learned, the Chinese started the affray by assailing the Filipinos with a volley of stones. The latter retaliated, and used their weapons of defence with serious effect, but the timely arrival of the police prevented any mortal injuries. When the police were observed approaching the rioters made a rush for the docks, and a Chinese detective who attempted to bar the way was felled by a sand-bag. As a result of inquiries, however, two Chinese and four Filipinos were arrested, and were placed before Mr. J. E. Wood at the Magistrate's yesterday. The Chinese, who were charged with disorderly behaviour, were fined \$25 each. Two of the Filipinos, for carrying fighting implements, were fined \$10 each. The third, for assault and disorderly behaviour, was fined \$25, and the fourth, who attempted to arrest a prisoner, was also ordered to pay a fine of \$25.

## UTTERING COUNTERFEIT COIN.

A native appeared before Mr. J. E. Wood at the Magistrate's yesterday on two charges of uttering counterfeit coin. The defendant, it appears, had swindled many residents of Yau-mai before being brought to book. He carried with him a large number of forged five dollar bills, and his method of passing them was very ingenious. He would approach the owner of a house and intimate that he wanted a cubicle. The owner would state his price, the defendant would agree to pay a dollar as bargain money, and hand over one of the spurious five dollar bills. The owner would return the change, as desired, in twenty-cent pieces, and then the man in search of new premises would change his mind and ask for the return of his note, and at the same time return to the owner counterfeit twenty-cent pieces in place of the good money he had received as change. The same defendant was previously convicted before Mr. Haselund, and yesterday the second magistrate sentenced him to three months' imprisonment with hard labour and four hours' stocks.

## SERIOUS ILLNESS OF CONSUL-GENERAL RUBLEE.

We regret to learn that Mr. William A. Rublee, who has recently been re-appointed United States Consul-General at Hongkong in succession to Dr. Wilder, was lying seriously ill at Vienna a month ago. A Vienna telegram to the American newspapers, dated the 14th ult., reads: "William A. Rublee, of Milwaukee, the retiring American Consul-General here, yesterday underwent the operation of laparotomy at a private sanatorium for the relief of a stomach trouble of ten years standing. His condition tonight is reported as very unfavourable. Professor Schultze, who performed the operation, said today that he was not yet fully able to diagnose the case, but he had ascertained that there was no cancer."

## HANDMANN'S MERRY LITTLE MAIDS.

The Company gave their farewell performance at the Theatre Royal last night. Considering the season of the year they were favoured with an exceptionally large house, and the excellent performance they gave of "The Mikado" was greatly enjoyed. Many donations of appreciation were handed up to the stage in the course of the evening. The impression which the Company created on the occasion of their first visit a few months ago has served to give them excellent houses on their return to the Colony, and their reputation has been so much enhanced by this second visit that Mr. Handmann's Merry Little Maids may be assured of a cordial welcome whenever they visit the Colony in the future.

## THE PANAMA CANAL.

## PROPOSED ISSUE OF BONDS.

The Cabinet last month had under consideration a Bill drawn up by Mr. MacVegh, Secretary of the Treasury, authorising the Treasury to issue bonds to the amount of \$37,000,000 covering the entire cost of the Panama Canal. According to the provisions of the measure, the bonds will bear interest at the rate of 3 per cent. and will run for fifty years. There will be no issue of the entire amount immediately, and it is even said that a rapid change in the tide of the Government revenue might render it unnecessary to place any of the bonds upon the market.

## THE NEW SHAH OF PERSIA.

The following is a translation of an official telegram sent to the Imperial Consulate of Persia in Bombay, on the 21st ult., and signed by Mehar-Es-Sultanh: "In the matter of the recent disturbances, it became evident to everybody that radical changes and reforms had become necessary, and owing to the fact that a very large portion of the people distrusted and disliked, and had their hearts turned away from His Imperial Majesty, Mahomed Ali Mirza, it became apparent that vast and far-reaching changes could not be introduced without changing the Sovereign. Hence in the absence of the Mejlis, a grand mass meeting of subjects was held on July 16th in Beharistan (Parliament House). The assembly consisted of learned leaders of the Nationalist cause. Princes of the blood Royal, Press of the realm, and former members of the Mejlis. This assembly has unanimously deposed Mahomed Ali Mirza the heir-apparent to the Shah, and temporarily Atad-Ul Mulk has been appointed Regent. The appointment of Regent is subject to the approval and confirmation of Parliament, which is to be summoned shortly. Fortunately, this change of sovereigns has been effected peacefully. Three days have now elapsed since the accession of the new sovereign. Everything is quiet. All foreigners in Persia are safe. There is perfect security of life and property for them."

## CORRESPONDENCE.

## REVENUE FROM THE LIQUOR TRADE.

TO THE EDITOR OF THE "HONGKONG DAILY PRESS."

Macao, August 15th, 1909.

DEAR SIR,—As the Hon. Mr. Stewart stated, when proposing the postponement of the debate on the new Liquor Ordinance, that it is only fair that the general public should have an opportunity of expressing their opinion through the medium of the local Press, with your permission I would respectfully make a few suggestions, which—if adopted by the Government—would, I believe, have a more far-reaching effect than the new proposed ordinance, would produce all the revenue required, and yet would not be so unjustly severe on the hotel keepers, wine and spirit merchants, and wholesale dealers.

My suggestion is as follows:—On every bottle of wine, spirits or beer, manufactured or bottled in the Colony, and sold for consumption in the Colony, place an adhesive stamp over the cork in such a manner that it must be destroyed when the bottle is opened.

1st. Pay, on every bottle of wine or spirits—a 10 cent stamp; say, on every bottle of beer or stout—a 5 cent stamp, and as I think the hotelkeepers should also contribute to the revenue of the Colony, place on every bottle of aerated water bottled in the Colony and sold for consumption in the Colony, a 1 cent stamp.

2nd. On every bottle or case of wine, beer, spirits, aerated or mineral waters, imported into the Colony, make the wholesale dealers charge a surtax of, say, 5 per cent., 7½ per cent., or 10 per cent.—whichever would be necessary to make up the deficiency required—upon their ordinary list prices, for all such wines, &c., that are sold for consumption within the Colony. The wholesale dealers to send in a return every month to the Government of the actual number of bottles sold and the actual amount of the surtax received. The wholesale trade is in the hands of reputable firms, and there would be a very slight chance of false returns being sent in, but the Government could make the penalty of doing so very severe, such as imposing a heavy fine and cancelling the licence.

By adopting this scheme, the extra revenue required would come out of the pockets of the actual consumer.

And the point of the Clubs, which was touched upon by the Hon. Mr. Osborne, and which has been a sore point in the Colony for many years, would be rectified, as not only would the members of the numerous clubs in the Colony contribute directly to the revenue, but also the numerous public and private boarding-houses, so-called "private hotels," and all other houses where liquor is consumed would contribute their fair share.

The hotels would not then be compelled to raise the price of their drinks to any great extent, if they had to raise it at all, and the higher price they would have to pay for their wines would be equivalent to a quite sufficient increase in the licence fee.

Now as regards liquors imported into the Colony by clubs, messes and private individuals, and who at present pay no tax to the Government, I would suggest that all the shipping companies be required to send in to the Government a return of all wines, beer, spirits, &c., imported into the Colony by their vessels, with name of the consignee, and the Government should cause that person—if the liquors are sold or consumed in the Colony—to pay the tax imposed.

It seems to me that this scheme could be carried out at very little expense to the Colony, no cumbersome system of Customs House officialdom or bonded stores would be required, and Hongkong would still be a "free port." Most of the work and expense of collecting the revenue would fall upon the merchants and importers, wholesale dealers, local bottlers and aerated water manufacturers, while the revenue would come out of the pockets of the general public, who are the proper people to pay it.

This scheme is naturally very much in the rough and would have to be thoroughly worked out and amplified, but, as I said at the first, I believe it would bring in all the revenue required and not be unjustly hard on any individual company, firm or person—I have the honour to be, Dear Sir, Yours respectfully,

BRITISH COLONIAL.

[TO THE EDITOR OF THE "HONGKONG DAILY PRESS."]

Hongkong, August 15th, 1909.

SIR,—There is much controversy going on just now as to how the Colony is to "raise the wind," since the best source—through opium—is practically closed. The consensus of opinion appears to be that liquor licences should be increased to make up the revenue now lost to us on opium.

That there is everything to be said for the fact that our revenue must be increased there is no doubt, and there is no more doubt that liquor is the next best thing to tax after opium, because it is in general demand and is a luxury, except for medicinal purposes.

Many men will aver they take alcohol medicinally only, but how many of them take it "under Doctor's orders"? Perhaps one might ask how many of them are "under Doctor's orders" not to take it—or "out of it down"?

However, as I state above, it being generally conceded that the revenue is to be raised on liquor, the next question is how (a) without effecting peaceably. Three days have now elapsed since the accession of the new sovereign. Everything is quiet. All foreigners in Persia are safe. There is perfect security of life and property for them.

I propose to take native wines or spirits first, and think same may be diminished shortly by the institution of a Spirit Farm on the lines of the Opium Farm. Both articles being used by natives, the latter are best able to collect. In the case of opium it has been proved. The method of collection from the Government's point of view may be considered effectual and cheap.

As regards liquors for European consumption, increase of revenue may not be gained by increased amount of "Publican's" or "Grocer's" licences. In your leader this morning you show that such will lead to extinction of many of the smaller licences and consequent loss of revenue to the Government. There is no doubt of the truth of this. It is better to have five licences each paying \$1,000 than two each paying \$2,000. Apart altogether from the reduction in the number there is the loss of revenue resulting from vacant houses to be considered. It is not good to put undue strain on the licences, although the effectiveness and cheapness of collection by merely increasing licences cannot be maintained.

There are other methods, however. One is the establishment of a Bonded Warehouse, which, as has been pointed out by His Excellency, is the "thin end of the wedge," and takes away from Hongkong the right to be styled a free port.

In looking round for other methods, I suggest that the tax might be collected at Home before export, and the proceeds paid into the Treasury at Home for account of the Hongkong Government.

As is well known, all liquors at home, whether destined for export or not, are stored in a bonded warehouse, and when required for export a Customs permit to ship—called, I believe, a "Pricking Note"—is issued by the Customs officer to the shipper, and is attached to the usual shipper's order; and without the Pricking Note goods are not allowed in the dock where the ship is loading. My suggestion is that Pricking Notes should be stamped, the amount of the stamp to vary according to the goods shipped: a case of whisky should not bear so large a stamp as a case of champagne. The amounts collected in stamp fees to be credited to the Hongkong Government and the total to be deducted from the amount due from the Colony to the Imperial Government.

It may be argued: "But you put the cost of collection on to the Imperial Government." The answer is: "There is not much cost attaching to stamping a document. If the Imperial Government want some payment, it may add, say, 3d. to the stamp for itself. It should be prepared to do it for nothing, seeing it has taken away so large a source of the Colony's revenue."

So much for the effectiveness and cost of collection, as far as shipments from the United Kingdom are concerned.

Then comes the question of shipments from ports other than the United Kingdom. We could not well get the Imperial Government to collect this, and therefore collection would have to be made as follows: All shipments of wines, spirits and beer from ports other than in the United Kingdom would have to be accompanied by a Consular Certificate stating that a tax (as arranged) had been collected for account of the Hongkong Government. The Consuls may add something for their cost of collection. The steamers' agents in Hongkong would be instructed not to countersign bills of lading without presentation of the Consular Certificate.

For Australia, and other self-governing Colonies having Customs Houses, arrangements could be made similar to those suggested for shipments from the United Kingdom.

Shipments from Singapore and other Straits ports form a difficulty. They could be included in the Spirit Farm—although not simply. Or, perhaps, could be called upon to declare at the Hongkong Harbour Office when carrying wines, spirits or beer, and the Harbour Master would issue a certificate, after collection of "duty" (or whatever the tax is to be called), without presentation of which the steamers' agents would not countersign bills of lading. If Singapore came into line with Hongkong in the matter, the difficulty would be solved, as the "duty" would have been prepaid at port of shipment. The only point is that Singapore would get the duty on spirits, &c., transhipped at Singapore for Hongkong. But it would not pay shippers of cargo to deliberately tranship at Singapore, and Hongkong, therefore, would not lose much and its sister Crown Colony would get what it did lose.

Lastly, comes the question of Hongkong's Outposts: Canton, Macao, Swatow, Amoy, Foochow, for which places Hongkong is usually a transshipping centre. I think shipments destined for these places had better all arrive duty paid also. Let them all help on the good work. I cannot imagine any of those ports taking a full cargo of liquors and so avoiding transshipment at Hongkong. On the other hand, fairplay is a good thing, and refunds could be made upon presentation of Customs Certificates should outposts make too much fuss about paying double duty.

There could be no refunds for Macao, as it is a free port.

That is all I have to write at the moment. I have tried to show a principle whereby all consumers shall bear the tax and by which the local licencees shall not have to speculate upon the number of his customers and the size of their thirst, to enable him to make up his mind whether the business is worth the outlay. Also I have endeavoured to evolve a system by which the tax may be imposed and cheaply collected, with as much avoidance as possible of "the thin edge of a wedge," depriving Hongkong of the right to style itself a "free port."

I believe the "Principle" or "System" is sound, although perhaps a coach and four could

be driven through the methods proposed to work it. If so, let another assist in closing up gaps.

Yours faithfully,

OBSERVER.

We have been asked what excise duties are charged in Singapore. The reply is that spirits and fermented liquors used or consumed in any of the settlements of the Colony are liable to the following Excise Duties, payable to the Spirit Farmers, viz.:—

On all Spirits and Liqueurs.....	\$2.40 per gallon.
Sparkling Wines.....	1.50 "
Still Wines.....	1.00 "
All other intoxicating Liquors (excepting native wines and spirits and toddy) ..	0.24 "

## COMPANY PROMOTION IN HONGKONG.

The following letter is reproduced from the *Financial Times*:—

SIR,—As you are aware, the Hongkong Company Ordinances were framed to afford facilities for the registration and working of companies wishing to trade under the limited liability laws. As a general rule these ordinances follow the English Company Acts, but owing to lack of supervision on the part of the Hongkong Government various abuses have crept in, and unscrupulous persons have not been slow to take advantage of the loose administration of the ordinances, especially when these companies operate outside actual British territory. Companies registered in Hongkong, but working in China, can be brought under the jurisdiction of the British Supreme Court at Shanghai, but the Court has no jurisdiction whatever over persons of other nationalities who may commit all sorts of offences against the Hongkong Ordinances without being brought to book. Of course these persons can be charged in their own Consular Courts, but when they claim protection of some neutral State, American State in nine cases out of ten they escape punishment. There are numbers of companies trading here which are registered in Hongkong, but all the directors, managers and capital are of foreign origin, and in case of default persons making contracts with such concerns have no redress.

No doubt the question is a difficult one, and one can understand the reluctance of the Hongkong Government to take action, but what is to be said of the authorities who openly permit the Company Acts being broken? We have here a Crown Advocate, who, in a sense, occupies the place of the public prosecutor at home. The English Company laws do not permit of a company inviting public subscriptions until it has registered at Somerset House its memorandum and articles of association and filed with the Registrar of Joint Stock Companies a copy of the prospectus. Practically the same regulations are in force in Hongkong, but a prospectus published here today public subscriptions were being invited for a company before it had been registered. The promoters are prominent British subjects and no action whatever is being taken. It is to be wondered at that foreigners defy the Hongkong Ordinances when British subjects of standing do so? In this case the company will be registered only if the flotation is successful.

In addressing this letter to you I do so in the hope that the publicity accorded to it in your widely-read paper will induce the authorities to put a stop to a state of affairs which is fast degenerating into a scandal.—I am, etc.,

A BRITISH MANUFACTURER.

Shanghai, June 19.

The *N.C. Daily News*, commenting on the letter, says: "The difficulties of this subject, perhaps, better illustrated by the letter than its writer may have quite realised. In the first place he calls attention quite correctly but in a very extravagant manner to the difficulty of bringing non-British directors of companies registered under the Hongkong Ordinances who do not reside in Hongkong to book for offences against the Ordinances. But when he passes on to say that 'practically the same regulations (as in England) are in force in Hongkong,' he entirely misrepresents the actual state of affairs. The English Companies Act of 1862 was considerably modified by the Companies Act of 1900, which was passed for the purpose of preventing the issue of fraudulent prospectuses, and contains stringent provisions as to the steps to be taken by Companies proposing to invite public subscription. These provisions have never been incorporated in the Hongkong Company Ordinances, which are based on the English Company Act of 1862, and the result is that Company law under the Hongkong Ordinance is less strict than under the English Act. The specific instance to which the writer alludes as a violation of the Hongkong Ordinance is not a violation of the Hongkong Ordinance, nor would it be a violation of the English company Acts. There is nothing illegal in issuing a prospectus before the incorporation of the intended Company either under English or Hongkong law, and the only difference between the two is that in England every prospectus issued on behalf of an incorporated or intended Company must be signed by the directors or proposed directors, and the signature must be witnessed by a solicitor. In Hongkong it does not require to be registered either before or after issue. The object of insisting on the registration of a prospectus is to enable the prospectus to be on record if proceedings should subsequently be taken against directors for misrepresentations, but there is no magic in registration itself. A company, therefore, does not require to be incorporated before the prospectus is issued, although as a matter of practice it is usual and preferable that the Company should be incorporated before application is made for public subscription. The question of the administration of Companies in China is beset with difficulties which are not likely to be solved by letters such as the one quoted. It is, of course, more than open to doubt whether the Ordinances should not be made stricter. In our respect their laxity has been officially recognized. Numerous cases have arisen in which a company registered as a matter of convenience is really a fraud, and for such concerns the British Government has refused to allow consular protection to be exercised."

## LATEST STEAMER MOVEMENTS.

The str. *Pintshire* left Singapore on the 15th instant, and may be expected here on the 21st instant.

The C.P.R. str. *Empress of India* arrived Vancouver on the 14th instant.

Mr. D. W. Craddock, General Traffic Agent of the C.P.R. steamship line, informs us of the receipt of a wire from the Yokohama agency stating that a wireless message has been received from the Commander of the B.M.S. *Empress of China* to the effect that he expects to arrive at Yokohama on Wednesday, the 18th instant, at 8 o'clock in the morning.

The L.G.M. str. *Prins Lodewijk*, which left here on the 11th instant at 1 p.m., arrived at Singapore on the 15th instant at 7 p.m.

## FACIAL HUMOUR READILY CURED

Two Coys Contracted Ringworm at Same Time—One was Treated Professionally to No Avail—Other Perfectly Cured by Cuticura.

## MARKED CONTRAST IN FAVOUR OF CUTICURA

"At the end of July our boy was sleeping with a little friend and a few days later it was noticed that they both had ringworm. Knowing the value of the Cuticura Remedies, we bought a cake of Cuticura Soap and a box of Cuticura Ointment and started using them without delay. The ringworm grew larger on his face until it was the size of a florin and then disappeared on the 14th of September. We went back to school again with the perfectly clear and free from blemish face. We quite expected him to be from school at least six months. He had one Cuticura Pill a day, and a dinner. It is a marvellously simple treatment besides being so clean and free from any objectionable appearance, as for instance the other child was taken to a doctor who prescribed painting with iodine, which gave the child a very unsightly appearance, besides doing no good. We can assure you highly of Cuticura. J. Oldam, 39, Grosvenor Rd., Birkhead, England, Sept. 28, 1908."



For preserving, purifying, and beautifying the skin, scalp, hair and face, for eczema, rashes, itching and chafing and for the prevention of the same, and for the sensitive, antiseptic cleansing of ulcerated, inflamed, and chafed surfaces and other uses which readily suggest themselves to women, Cuticura is indispensable. Cuticura Remedies are sold wherever the British flag flies. Depot: London, 21, Chancery Lane, B. & S. P. Cuticura, Ltd., Agents. India, B. N. P. Cuticura, Ltd., Agents. Singapore, 10, Raffles Place, Singapore. Cuticura Remedies are sold wherever the British flag flies. Depot: London, 21, Chancery Lane, B. & S. P. Cuticura, Ltd., Agents. India, B. N. P. Cuticura, Ltd., Agents. Singapore, 10, Raffles Place, Singapore.

54-15

## A REMARKABLE POST OFFICE INVENTION.

## A SLOT MACHINE FOR REGISTERING LETTERS AUTOMATICALLY.

These who know what it is to wait at the post-office counter to get important letters registered just before closing time for the foreign mails will be interested to learn of an ingenious machine invented by a young Hungarian which does away with the need for securing the official stamp and signature on the receipt, and all the trouble and inconvenience that are often occasioned thereby. The working of the machine is simple and depends on the attraction of an ordinary magnet upon iron, and in a lesser degree on nickel.

In the French model, which has just been exhibited before the Paris Academy of Sciences and may receive a trial from the French Post Office, the coin to be inserted in the slot is the "nickel" of 25 centimes, which rolls by gravity past the magnet, and being only slightly attracted goes on its way into the receiver. The work of numbering and dating the letter after its insertion and handing out a receipt similarly filed and numbered, with which the sender, in the event of loss or damage, may claim compensation is performed by the simple turning of a handle.

This in itself is sufficiently ingenious to attract attention, but the arrangements for automatically providing against fraud or unfair tampering with the machine are at least as ingenious and complete. Every coin is automatically registered through a special opening by means of the varying attractive power of the magnet upon objects of varying weight and composition, so that if by accident a silver—or gold—coin is inserted, it is duly rejected, and the same automatic rejection is effected in cases where a piece of iron of the proper weight is introduced.

Moreover, a receipt cannot be obtained for fraudulent use unless a letter is entrusted to the care of the machine, which is almost human in its discrimination between right and wrong. These automatic letter-registering boxes are already on trial in Hungary, Austria, Germany, and some other countries, and as time-savers deserve every encouragement from the postal authorities, if their performance stands the severe test of every day without breaking down.—*Pall Mall Gazette*.

## WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:—

On the 16th at 11.50 a.m.—The barometer has risen considerably at the Boma, the typhoon lying in that neighbourhood yesterday having moved away to Eastward.

The depression lying over the Yellow Sea between the mouth of the Yangtze and Korea Straits is almost stationary.

Pressure has given way moderately to slightly over Japan, the China coast and the Philippines. It remains high over the S. part of the China Sea.

Strong S.W. and W. winds may be expected in the Formosa Channel, and fresh monsoon over the N. part of the China Sea.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.02 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

Hongkong & Neighbourhood (\*) S.W. and W. winds, strong.

South coast of China between the Boma and the Philippines. Same as No. 1.

South coast of China between the Boma and the Philippines. Same as No. 1.

(\*) S.W. and W. winds, fresh; fair to showery.

How to be Beautiful—Keep your complexion, Mrs. Ellen's Creme Chante, Lait Chantant and Special Skin Tonic and Poudre Chantant will enable you to do it. Her Specialties for the Skin are the study of a lifetime. A. S. Watson & Co. Ltd. Sole Agents.



## NOTICE

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed DAILY PRESS only, and special business matter THE MANAGER.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

## NEW ADVERTISEMENTS

## WANTED

OLD POSTAGE STAMPS, in large quantities, of all the Countries in Asia, and the higher values of European States. Also wanted to purchase a better collection. Sellers are requested to apply to Mr. FISCHER, on board the S.S. "NIPPON," at Kowloon, between 9 a.m. and 4.30 p.m. TO-DAY and TO-MORROW, the 17th and 18th instant. Hongkong, 17th August, 1909. [1080]

## NOTICE TO CONSIGNEES

FROM SHANGHAI, YOKOHAMA, KOBE AND MOJI.

## THE Steamship

"GREGORY APCAR," having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge will be landed at Consignees' risk and expense into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited.

No Fire Insurance has been effected. Bills of Lading will be counter-signed by DAVID SASSOON & Co., Ltd., Agents.

Hongkong, 16th August, 1909. [1066]

## NOTICE TO CONSIGNEES

FROM ANTWERP, LONDON, MALTA, PORT SAID, SUEZ AND STRAITS.

## THE P. &amp; O. S. N. Co.'s Steamship

"PALMA," Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary within 6 hours.

Goods not cleared by the 22nd inst., at 4 p.m., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees and the Company's representative at an appointed hour. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No claims will be admitted after the goods have left the Godowns.

E. A. HEWETT, Superintendent.

Hongkong, 16th August, 1909. [1]

## NOTICE TO CONSIGNEES

"GLEN" LINE OF STEAMERS.

FROM ANTWERP, MIDDLESBRO, LONDON AND STRAITS.

## THE Steamship

"GLENSTRAE," having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk in the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Goods not cleared by the 23rd inst. will be subject to rent.

No Fire Insurance will be effected.

All damaged packages must be left in the Godowns, where they will be examined on the 23rd inst., at 11 a.m.

No claims will be recognised if not presented within 14 days of the ship's arrival.

McGREGOR BROS. & GOW.

Hongkong, 16th August, 1909. [1078]

## THE HONGKONG WEEKLY PRESS &amp; CHINA OVERLAND TRADE REPORT

is now ready and contains:-

Epitome of the Week's News.

Leading Articles:-

The French Navy.

The Antung-Mukden Railway Question.

Boyottos and Blackmail.

"Chinesery."

Russia as a Peacemaker between China and Japan.

Decline of British Influence in China.

The House of Lords and the Budget.

Random Reflections.

Hongkong News.

Hongkong Legislative Council.

Hongkong General Chamber of Commerce.

The Largest Motor Launch in the East.

Captain of s.s. "Persia" Fined.

Charges against Ship's Officers.

The Scotch Oak.

Robbery in Chanoy Lane.

Charge against a Soldier.

Steamer Captain Cautioned.

Searching a Steamer.

Death of Mr. Blich Georg.

Supreme Court.

Company Meeting:-

The Hongkong, Canton and Macao Steamboat Company, Limited.

Company Reports:-

Hongkong and Shanghai Banking Corporation.

Hongkong and Whampoa Dock Co., Ltd.

Darker China Teas.

Boyotting the Portuguese.

Hongkong University Fund.

Canton News.

The Opium Traffic.

Shipping Notes.

The Osaka Fire.

The Antung-Mukden Railway.

A Rich Silver Mine in Kwangsi.

For Eastern Telegrams.

The Colony's Water Supply.

Commercial.

Shipping.

Extra copies 30 cents each, Cash.

Copies can be posted from the Office to addresses sent including postage 34 cents each.

Subscription: \$12 per annum, payable in advance; postage \$2.

Hongkong, 17th August, 1909.

## NEW ADVERTISEMENT

OSAKA SHOSHIN KAISHA.

## NOTICE TO CONSIGNEES

THE Steamship

"SEATTLE MARU,"

FROM KOBE AND MOJI.

The above Steamer having arrived, Consignees of Cargo are hereby notified to send in their Bills of Lading for counter-signature, and take immediate delivery of cargo from alongside.

Cargo impeding the discharge of the vessel will be landed at once at Consignees' risk and expense.

Cargo remaining on board after August 19th, 1909, at Noon, will be landed and stored at Consignees' risk and expense.

No Fire Insurance whatever will be effected by us.

All Cargo undelivered by MONDAY, August 23rd, 1909, at Noon, will be subject to rent.

T. ARIMA, Manager.

Hongkong, 16th August, 1909. [1081]

## AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY

NOTICE TO CONSIGNEES

FROM TRIESTE, PORT SAID, SUEZ, ADEN, BOMBAY, COLOMBO, PENANG AND SINGAPORE.

## THE Company's Steamship

"NIPPON"

having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risk, into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., whence delivery may be obtained.

The Steamer brings Cargo from Venice ex s.s. "Meteorich," transhipped at Trieste.

Optional Cargo will be discharged here unless notice to the contrary be given immediately.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent to the office of the Undersigned before Noon on the 23rd inst., or they will not be recognised.

All broken, chafed and damaged goods are to be left in the Godowns, when they will be examined on the 23rd inst., at 10 a.m.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 23rd inst. will be subject to rent.

Bills of Lading will be counter-signed by SANDER, WIELER & Co., Agents.

Hongkong, 16th August, 1909. [3]

## PUBLIC COMPANIES

HONGKONG & SHANGHAI BANKING CORPORATION.

## NOTICE IS HEREBY GIVEN

that the ORDINARY HALF-YEARLY MEETING of the SHAREHOLDERS in this Corporation will be held at the CITY HALL, Hongkong, on SATURDAY, the 21st day of August, 1909, at Noon, for the purpose of receiving the Report of the Court of Directors together with a Statement of Accounts to 30th June, 1909.

The REGISTER of SHARES of the Corporation will be CLOSED from MONDAY, the 9th August, to SATURDAY, the 21st August, 1909 (both days inclusive), during which period no transfer of Shares can be registered.

By Order of the Court of Directors, J. R. M. SMITH, Chief Manager.

Hongkong, 31st July, 1909. [1028]

## HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

## NOTICE TO SHAREHOLDERS

THE ORDINARY HALF-YEARLY MEETING of SHAREHOLDERS will be held in the Office of the Company, Queen's Buildings, Consueight Road, on MONDAY, 23rd August, at 12 o'clock Noon, for the purpose of receiving the Report of the Directors and the Statement of Accounts to the 30th June, 1909.

The TRANSFER BOOKS of the Company will be CLOSED from the 9th to the 23rd August, both days inclusive.

By Order of the Board of Directors, GEO. A. CALDWELL, General Secretary.

Hongkong, 27th July, 1909. [1015]

## HONGKONG ICE COMPANY, LIMITED.

## NOTICE

IN Accordance with the Provisions of No. 104 of the Articles of Association the General Meeting of the Shareholders of the Company have decided to pay a DIVIDEND of TWO DOLLARS PER SHARE, 1909, of TWO DOLLARS PER SHARE.

DIVIDEND WARRANTS may be obtained on application at the Office of the Company on and after WEDNESDAY, 25th instant.

The TRANSFER BOOKS of the Company will be CLOSED from the 20th instant to the 24th instant, both days inclusive.

JARDINE, MATHESON & Co., Ltd., General Managers.

Hongkong, 13th August, 1909. [1074]

## THE TRADE MARKS ORDINANCE, 1898.

## APPLICATION FOR REGISTRATION OF TRADE MARK.

NOTICE IS HEREBY GIVEN that Messrs. JORGE & Co. have on the first day of June, 1909, applied for the registration, in Hongkong, in the Register of Trade Marks, of the following TRADE MARK:

A representation of part of a Chinese theatrical performance known by the name of Hei S'ok consisting of a Chinese lady in conversation with her brother-in-law outside the door of her house close to which is a peach tree in full blossom with a back ground of hills and clouds and the two characters Hei S'ok printed thereon, the whole mounted on a gilt frame surrounded by floral decorations with 4 characters.

佐治洋行 on the top of the frame in the name of Messrs. JORGE & Co., who claim to be the Sole Proprietors thereof.

The Trade Mark is intended to be used by the applicants forthwith, in respect of the following Goods, Cotton Piece Goods of all kinds in Class 24 and Woollen and Worsted and Hair Goods (not included in Classes 33 and 34) in Class 35.

A facsimile of the Trade Mark can be seen at the Office of the Colonial Secretary of Hongkong.

Dated the 16th day of June, 1909.

D'ALMADA & SMITH, Solicitors for the Applicants.

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## INTIMATIONS

HONGKONG JOCKEY CLUB.

## NOTICE

MEMBERS wishing to put down for RACE MEETING are requested to send their Names in to the Undersigned, from whom all particulars regarding Price and conditions pertaining to selection and passing may be obtained.

T. F. HOUGH, Clerk of the Course.

Hongkong, 28th July, 1909. [1014]

## VALUABLE LAND FOR SALE.

IN BANGKOK.

THAT desirable and the only available plot of FREEHOLD LAND, suitable for Rice and or Saw Mills, Docks, Shipping Office and Godowns, with 2 Substantial and Commodious Brick Buildings, having an Aggregate Area of about 40,000 sq. meters, with 238 meter River frontage on the one end and 200 facing the Main Road on the other end.

Intending purchasers are requested to communicate to—

L. J. SEQUEIRA, Auctioneer and Land Agent, Bangkok, Siam. [1065]

## SUTTON'S SEEDS

Special Selected Collections for this Climate.

VEGETABLES AND FLOWERS IN AIR-TIGHT CASES.

To be obtained from

CHINA EXPRESS CO., 3, Duddell Street. [50]

## TO LET

TO LET.

NO. 3, LYEMOON VILLAS, Kowloon.

A Five-Roomed House, with Tennis Court Thoroughly repaired. Rent Moderate.

Apply to—

X. Y. Z., Care of "Daily Press" Office.

Hongkong, 7th July, 1909. [937]

## TO LET

TO LET.

FIRST FLOOR, NO. 6, ICE HOUSE ROAD, NINE ROOMS. Electric Fittings, suitable for Offices or Dwellings.

Also, GODOWN, No. 9, Duddell Street.

Apply to—

A. B. AVASIA, 1, Duddell Street. [912]

## TO LET

TO LET.

GROUND FLOOR, NO. 75, WYNDHAM STREET. Electric Fittings.

Apply to—

A. B. AVASIA, 1, Duddell Street.

Hongkong, 10th August, 1909. [941]

## POPULAR SUMMER RETREAT.

ONE of the BEST HOUSES at Kuliang, the Beautiful Summer Resort and Sanatorium, near Foochow, to be let, fully furnished, for the whole season. Apply to Office of this paper for references.

FOOCHOW, 22nd May, 1909. [794]

## TO LET

TO LET.

NO. 1, GARDEN ROAD, Kowloon.

A Five-Roomed House and Tennis Court.

Apply to—

H. M. H. NEMAZEE, 9, Peddar's Hill.

Hongkong, 14th August, 1909. [1073]

## TO LET

TO LET.

NO. 1, CANTON VILLAS, Kowloon.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 4th August, 1909. [1035]

## TO LET

TO LET.

NO. 26, WYNDHAM STREET, containing 6 ROOMS.

Apply to—

E. A. & C. F. CARVALHO, 14, Arbutnot Road.

Hongkong, 4th August, 1909. [1036]

## TO LET

TO LET.

NO. 1, ORMSBY TERRACE.

Apply to—

SPANISH PROCURATION.

Hongkong, 31st July, 1909. [1026]

## TO LET

TO LET.

ONE LARGE OFFICE ROOM, No. 1, Prince's Building, 11 Floor.

ONE SPACIOUS GODOWN, No. 125, Wanchai Road.

Apply to—

REUTER, BROCKELMANN & Co.

Hongkong, 1st July, 1909. [911]

## TO LET

TO LET.

KING'S BUILDINGS.

OFFICES facing the Harbour from about October at present in occupation of Messrs. JARDINE, MATHESON & Co., Ltd.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 1st August, 1909. [818]

## TO LET

TO LET.

NO. 1, OBSERVATORY VILLAS, Kowloon. Five-Roomed House, Electric Lights and Tennis Court.

Apply to—

ARRATON V. APCAR & Co., 14, Des Voeux Road.

Hongkong, 3rd March, 1909. [399]

## TO LET

TO LET.

NO. 2, ELLIOTT CRESCENT, ROBINSON ROAD, Six-Roomed House, with Outhouse, Commanding a Fine View of the Harbour.

Apply to—

F. X. D'ALMADA & CASTRO, 33, Queen's Road Central.

Hongkong, 7th July, 1909. [936]

## TO LET

## TO LET

NO. 1 and 3, MORRISON HILL. Also OFFICES at No. 2, PEDDAR STREET.

Apply to—

Messrs. JARDINE, MATHESON & Co., Ltd.

Hongkong, 31st May, 1909. [807]

## TO LET

## TO LET

FIVE ROOMED HOUSES at Kowloon.

1 ROOM on First Floor of "Hotel Mansions," with use of Bath Room, suitable for Office or Living Room.

NEW and COMMODIOUS SHOPS, Nathan Road, Kowloon. Immediate Possession. Cheap Rentals.

KOWLOON MARINE LOT 48, Yau-mai, Area 85,200 square feet with 255 feet Sea Frontage. Especially suited for Storage of Coal, Timber, &c.

Apply to—

HUMPHREYS ESTATE & FINANCE COMPANY, LIMITED.

Hongkong, 29th June, 1909. [909]

## TO LET



## INTIMATIONS

E. R.  
COLONIAL SECRETARY'S DEPARTMENT.  
HONGKONG OPIUM FARM.

AMENDMENT OF FORM OF GRANT.  
WITH reference to Government Notice No. 401 of the 2nd July, 1909, calling for Tenders for the Hongkong OPIUM FARM the following Amendments are made in the "Conditions to be fulfilled by the Grantee" and the "Form of Grant."

AMENDMENT OF CONDITIONS TO BE FULFILLED BY THE GRANTEE.  
After clause (5) insert the following:—  
(5)-(a) The Government to bear liberty at any time to depute persons to supervise the holding and preparation of opium.  
After clause (5) insert the following:—  
(6)-(a) To observe the following rules relating to searches in addition to those contained in the Ordinances:—

1. Whenever a house or door of a house wholly in the occupation of one Chinese family has been unsuccessfully searched for opium, and whenever the Captain Superintendent of Police has reason to suspect that a search warrant for opium has been obtained on false information, the Grantee shall furnish confidentially to the Captain Superintendent of Police the name and address of the informer.
2. The badge required by section 6 of the Prepared Opium Ordinance, 1891, shall be worn outside the sleeve of every Excise Officer detailed for the searching of persons on public wharves or for executing Opium Warrants, and such badge shall show the Excise Officer's office and number.
3. Not more than five Excise Officers shall enter or be in a family house at the same time for the purpose of executing a search warrant, and each of such Excise Officers shall be provided with a dark lantern.
4. Excise Officers detailed to execute a search warrant shall allow themselves to be searched by the Police before leaving the Police Station from which they proceed to the search, and also on their way to the place to be searched.

AMENDMENT OF GRANT.  
The following clause shall be inserted after clause 7, and clause 8 shall be re-numbered 9:—  
8. That the Grantee will observe the following rules relating to searches in addition to those contained in the Ordinances:—

1. Whenever a house or door of a house wholly in the occupation of one Chinese family has been unsuccessfully searched for opium, and whenever the Captain Superintendent of Police has reason to suspect that a search warrant for opium has been obtained on false information, the Grantee shall furnish confidentially to the Captain Superintendent of Police the name and address of the informer.
2. The badge required by section 6 of the Prepared Opium Ordinance, 1891, shall be worn outside the sleeve of every Excise Officer detailed for the searching of persons on public wharves or for executing Opium Warrants, and such badge shall show the Excise Officer's office and number.
3. Not more than five Excise Officers shall enter or be in a family house at the same time for the purpose of executing a search warrant, and each of such Excise Officers shall be provided with a dark lantern.
4. Excise Officers detailed to execute a search warrant shall allow themselves to be searched by the Police before leaving the Police Station from which they proceed to the search, and also on their way to the place to be searched.

N.B.—The above rules as to searches for opium were amended by the present Opium Farm and have been enforced during the current Farm.  
A. M. THOMSON,  
Colonial Secretary.  
Hongkong, 13th August, 1909. [1077]

THE  
DAIRY FARM CO., LTD.  
CHOICE AUSTRALIAN  
BEEF, LAMB,  
MUTTON,  
RABBITS  
AND  
HARES.

SINGON & CO.  
IRON, STEEL, METAL and HARD-  
WARE MERCHANTS. Wholesale  
and Retail Ironmongers Pig Iron and  
Foundry Coke Importers. General Store-  
keepers and Shipchandlers. Nos. 35 & 37, HING  
LOONG STREET, (2nd Street, west of Central  
Market) Telephone No. 515. [583]

A TACK & CO.  
FURNITURE & PHOTO GOODS STORE.  
25, DES VUEX ROAD, CENTRAL.  
DEALERS IN  
LADIES' & GENTS' BOOTS & SHOES,  
UMBRELLAS, &c., &c.  
Cameras fitted with  
"ZEISS," "GOETZ," "ROSS" & "ALDIS"  
Lenses.  
DEVELOPING and PRINTING  
A SPECIALITY.  
Hongkong, 24th April, 1909. [37]

A LING & CO..  
19, QUEEN'S ROAD CENTRAL.  
FURNITURE and PHOTO GOODS  
STORE.

Photographic Goods of every Description  
in Stock.  
Developing and Printing Undertaken.  
Hongkong, 31st July, 1907. [629]

## AUCTION

## PUBLIC AUCTION.

THE Undersigned have received instructions  
to Sell by Public Auction,  
FOR ACCOUNT OF THE CONCERNED,  
On THURSDAY,  
the 19th August, 1909, at 3 P.M., alongside  
Queen's Statue Wharf,  
The Steam-Launch,

"SWALLOW,"  
Length over all 78 feet.  
Breadth 14 feet 4 inches.  
Moulded Depth 8 feet.  
Capacity—Gross Tonnage 66.33, Net Tonnage  
35.96, Compound Surface Condensing  
Engines 94 by 18, Working Pressure  
125 lbs; 8 years old.  
Licensed to carry—Within the Harbour  
Limits—120 passengers.  
Outside the Local Trade  
Limits—81 passengers.  
Outside the Local Trade  
Limits—24 passengers.  
AFTERWARDS,  
The Steam-Launch,

"AENNE,"  
Length 60 feet.  
Breadth 9 feet 6 inches.  
Depth 5 feet.  
Boilers 6 feet 8 inches by 4 feet 6 inches.  
Engines Cylinders 64 inches and 14 inches  
and 11 inches stroke.  
Compound Engine Working at 100 lbs.  
pressure.  
Government Boiler Certificate still running,  
Stores, Anchors and Chain, Lamps, Watercocks,  
Galley, Spanners and Firing Tools.  
Turns—As Usual.  
HUGHES & HUGH,  
Auctioneers.  
Hongkong, 16th August, 1909. [1044]

## INSURANCE

NORTH BRITISH AND MERCANTILE  
MARINE INSURANCE COMPANY.  
WITH WHICH IS INCORPORATED THE  
OCEAN MARINE INSURANCE CO.  
TOTAL FUNDS AT 31st DECEMBER, 1908  
£19,121,510.

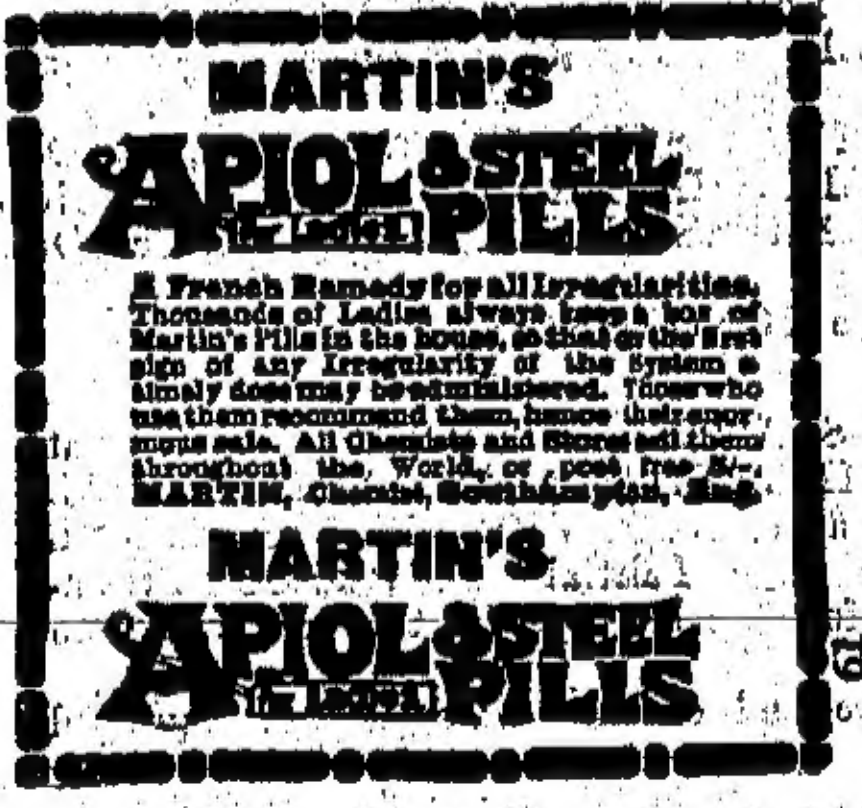
I. Authorized Capital ... £6,000,000  
Subscribed Capital ... 3,275,000  
Paid-up Capital ... 1,212,500 0 0  
II. Fire Funds ... 3,204,753 7 10  
The Undersigned, AGENTS for the above  
Company, are prepared to ACCEPT RISKS  
against FIRE at Current Rates.  
SHEWAN, TOMES & CO.,  
Agents.  
Hongkong, 14th August, 1909. [908]

DAVID CORSAIR & SON'S  
MERCHANT NAVY  
NAVY BOILED  
LONG FLAX  
RELIANCE CROWN  
TARPAULING  
ARNHOLD, KARBURG & CO.  
Sole Agents.  
1674

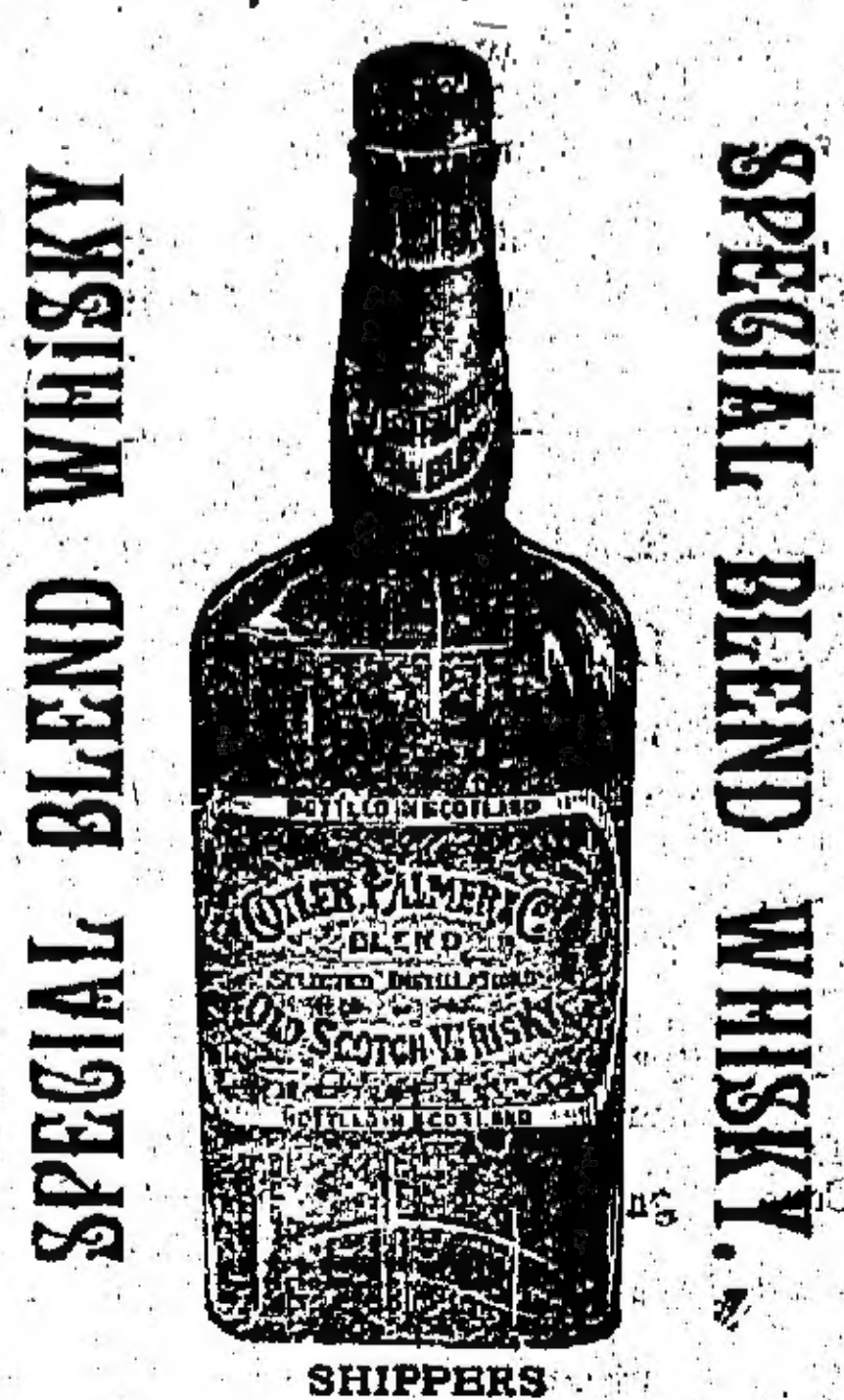
## Apollinaris

"THE QUEEN OF TABLE  
WATERS."  
SUPPLIED UNDER ROYAL  
WARRANTS OF APPOINTMENT TO  
HIS MAJESTY THE KING  
AND  
H.R.H. THE PRINCE OF WALES.

For Table Use and Mixing with  
Wines and Spirits. [958-1]



Cutler, Palmer & Co.'s



SHIPPERS  
Cutler, Palmer & Co., London.  
AGENTS  
SIEMSEN & CO.,  
HONGKONG.

## SCIENTIFIC MISCELLANY.

SOWING FERTILIZING BACTERIA—A STORAGE-  
BATTERY LAMP—GIBBERINS AND LIGHT-  
NING BARS—A USEFUL NEW ALLOY—A MOD-  
ERN FERRY—OCCASIONAL COLOUR-BLIND-  
NESS—NON-CRACKING GLASS—AUTOMATIC  
TICKET-PRINTING—THE NEW CONFESS—  
CLOTH-MARKED LEAD BULLETS.

A fertilizing earth filled with nitrifying  
bacteria has been cheaply prepared by the director  
of the Prague experiment station, Stoklasa, and  
four tons of this novel fertilizer applied to the  
sere have increased crops one-third. This  
material was suggested by the somewhat dis-  
appointing results of sowing bacteria cultures  
direct upon the land. Nitrogen is assimilated  
by plants only in the form of nitrates, and recent  
investigators have shown that the nitric acid is  
produced in organic matter in decay by the  
agency of certain bacteria. Stoklasa concluded  
that when laboratory cultures of the bacteria  
are scattered direct upon a field they become less  
prolific, while they are in too small number to  
accomplish all that has been expected. He there-  
fore made a culture liquid of 2 parts of glucose,  
1/5 part of carbonate of lime and 1/2 part of  
phosphate of potassium in 100 parts of water and  
added a few drops of pure cultures of *Bacillus*  
*and Azotobacter*, very active nitrifying bacteria.  
When the bacteria had killed the liquid, the  
whole was sprinkled over a heap of prepared earth,  
consisting of 2,500 parts of ordinary soil mixed  
with 50 of dephosphorized slag and moistened  
with 100 parts of molasses in 1,000 of water.  
This earth fertilizer was issued after a few days,  
and the results proved that passing through the  
two media had quite acclimated the bacteria to  
the soil of the field.

A decorative table lamp for public dining  
rooms, free from the disadvantages of candles,  
and having no troublesome wires, is simply an  
electric lamp carrying a storage battery. The  
whole can be set in a vase of cut flowers, and the  
light, gleaming through the flowers and water,  
is very soft and pleasing in effect.

A list of 244 church buildings in England  
that have been damaged by lightning in the last  
ten years has been collected by Alfred Hands.  
He estimates that 25 or 40 per cent. of the  
churches of the country have lightning  
conductors, and that of the 24 buildings  
damaged each year not more than 3 have  
conductors that fail to protect.

Monel metal, of which about 300,000 square  
feet have been used on the roof of the Penn-  
sylvania Railway station in New York, is  
attracting much attention on account of its  
remarkable qualities, as it is practically un-  
derminable, has a strength comparable to that  
of some grades of steel, and in rolled sheets is  
as malleable and flexible as copper. It is a  
silver-white alloy, containing essentially about  
70 per cent. of nickel and 30 of copper, although  
small quantities of iron, sulphur, carbon, silicon,  
etc., are usually present. It can be rolled hard  
or soft, has been made into castings up to three  
tons, and at present is cast in two grades, very  
similar to hard and medium cast steel, with  
tensile strengths of about 38 and 51 tons, and  
reductions of area at fracture of 25 and 35 per  
cent. Its specific gravity when cast is 8.85; its  
melting point, 2,450° F. Its resistance to cor-  
rosion is a particularly striking property, and  
it is little affected even in the presence of strong  
sulphuric acid.

The electric ferryboat crossing the Rhine  
between Godesberg and Niederollendorf accom-  
modates 615 passengers, besides vehicles, and  
is propelled by two screws, each coupled  
directly with a 30 horse-power series-wound  
motor, making 300 revolutions per minute.  
The storage battery of 160 cells has a  
voltage of about 300 and a capacity of  
335 ampere hours. The actual crossing time  
is about 45 minutes, and after eight trips in  
each direction the battery is re-charged at  
Godesberg. The same battery feeds three  
auxiliary motors on the boat, one used for  
pumping and the two others operating the  
landing bridges.

An occasional temporary red blindness is the  
singular defect in his own colour sense reported  
by C. E. Gibson to the Royal Philosophical  
Society of Glasgow. At times he fails to per-  
ceive the red in an object, but at once perceives  
the true colour when his attention is called to  
and concentrated upon it. His colour vision  
otherwise is quite normal.

A quite unusual test has been made of glass  
chimneys from the glass works at Baccarat,  
France. They were designed for safety in coal  
mines containing much fire-damp, and when  
ten of them were suddenly plunged into water  
59° F. after being slowly heated to the boiling  
point of water, not one of them cracked.

The ticket-printing machine adopted by the  
German Government is designed to simplify the  
work of railway offices, and makes unnecessary  
the usual large stock of many kinds of tickets  
at each station. The apparatus at Cologne—  
made for 1,500 stations—is 3 feet long, 4 feet  
high, and 20 inches wide. It carries a printing-  
plate for each kind of ticket required, and an  
alphabetical index-scale shows at a glance the  
names of stations to which tickets are issued.  
The only stock needed is a supply of pieces of  
cardboard of the right size. When a ticket is  
called for a station, a blank card is slid into place  
opposite the required station, a handle is de-  
pressed and the ticket drops out printed with the  
names of the departure and destined stations,  
consecutive number, fare, route, class of carriage  
and other facts. At the same operation a  
duplicate is printed on a continuous sheet, to  
serve as a record. Actual gain in time is claimed,  
a clerk having issued as many as 500 tickets in  
an hour, there is no delay from the giving out  
of the supply of certain tickets; and at the end

of the day the continuous sheets gives an  
accurate record of the business done. With  
this system in use, there can be no ticket  
robberies, no issue of unaccounted for tickets.

The gyroscope compass, invented some years  
ago by Dr. Anschuetz Kneip, of Kiel, seems  
to have proven a practical instrument. It  
is based on the principle—already applied in  
the automatic steering of torpedoes—that a  
rapidly rotating body tends to keep in the same  
plane, and during a nine months' test, during  
a cruise of the *Deutschland*, in different parts  
of the world, it kept the true direction, and on  
one occasion was left unattended and unheeded  
for a month. On being adopted in the German  
Navy, it is expected especially to prove much  
more reliable than the magnetic compass for  
submarines.

A new aid in some criminal cases may be  
the impression left on bullets by clothing, as  
V. Balthazard has assured the Paris Academy  
that these markings are not effaced on pen-  
etrating the flesh except as they come in contact  
with bone. Careful inspection of the bullet  
makes it possible to identify the character of  
the garment that has been passed through by  
the leaden missile.

KULANGSU MUNICIPAL COUNCIL,  
AMOY.

Minutes of a meeting of the Council, held at  
the Board Room, the 27th July, 1909.  
Present:—Messrs. W. H. Wallace (Chairman),  
J. S. Fenwick, W. J. Kruse, Lim Nee Kar, J.  
Moncari, S. Orugama, N. Wilson, the Health  
Officer and the Secretary.

Mr. Lim Nee Kar was introduced and takes  
his seat as Chinese Member of the Council.

THE SECRETARY'S AGREEMENT.  
After discussion, it is decided to fix the  
period of notice to be given either by the  
Council or the Secretary, to terminate the  
latter's agreement with the Council, at six  
months.

SMALL POX AND CATTLE DISEASE.  
The Secretary reports that enquiries have  
been made concerning (1) small pox on the Island, and  
(2) disease amongst the cattle, with the result  
that there is found to be no foundation for such  
rumours, which, as regards the cattle, may have  
originated in the fact that a farmer was  
prosecuted and convicted for selling a cow for  
consumption unfit for human food, the purchaser,  
who afterwards sold the animal in Amoy, being  
also prosecuted against and fined.

## SAMPAN LICENCES.

A communication is read from the Hai-  
fangting requesting the Council to order the  
Kulangsu sampanmen to register their sampans  
in the Hai-fangting's yamen, and to carry  
special licence boards issued by that official. It  
was decided to inform the Hai-fangting that the  
Council cannot comply with his request, as the  
Council considers that as the Kulangsu sampans  
already carry licence boards, with the number  
plainly marked in both Chinese and  
foreign characters, such boards are ample  
for purposes of identification, whether on  
the Kulangsu or the Amoy side, and that no  
good purpose would be served by compelling  
these sampanmen to carry two licence boards;  
moreover, it would be a distinct hardship to call  
on these men to pay two licence fees. The Hai-  
fangting is also to be requested to issue such  
orders as will prevent Goh Pek and other  
"watchers" from interfering with licensed  
sampanmen belonging to the International  
Settlement of Kulangsu.

## A COAL DUST NOISANCE.

A letter was read from Mr. A. B. Craggs and  
others residing in the neighbourhood of the coal  
yard owned by Mr. Tong Tai, complaining  
of the nuisance caused by the coal dust.  
The Secretary was directed to inform Mr.  
Tong Tai of the complaint, and request him  
to have the coal heap regularly sprinkled with  
water, and then covered with matting. Should  
he fail to carry out this request, the Council  
will reluctantly be compelled to proceed against  
him in his Consular Court.

## THE DEATH OF MR. GARDINER.

The Chairman referred in feeling terms to the  
loss the foreign community, and Council had  
sustained by the death of Mr. A. F. Gardiner,  
who had served on the Council for over four  
years.

## POLICE REPORT.

The Capt. Superintendent of Police reported  
that the following cases had been dealt with at  
the Mixed Court since the last meeting:—  
Summonses.—Assault, 20; allowing pigs and  
cattle to stray, 12; illegally removing property,  
3; debt, 5; throwing rubbish, &c., into the public  
drains, 4; damaging property, 8; creating a dis-  
turbance, 1; using abusive language, 1. Sum-  
mary Arrests.—Theft, 5; assault, 9; creating a  
disturbance, 3; breach of M. R. (disorderly  
house), 2; breach of Sanpam Regulations, 2;  
illegally removing gravel, &c., from the foreshore,  
3; quitting service without giving lawful notice,  
1; drunk and incapable, 1; being a rogue and a  
vagabond, 1.

AUTOMATIC BROWNING  
POCKET PISTOLS.

CALIBRE 7.65 mm.  
With CHAMBER for 8 CARTRIDGES  
FIRING 8 SHOTS IN 2 SECONDS.  
SIEMSEN & Co.  
Hongkong, 6th March, 1907. [47]

## NEW CARTRIDGES.

BY popular English Manufacturers. In  
all Bore and Sizes.  
SMOKELESS POWDERS and CHILLED  
SHOTS. From No. 10 to .5588. at \$6.27 and  
\$7.50 per 100, SPORTING REQUISITES  
and AIR GUNS in Variety.  
Inspection Invited.  
WM. SCHMIDT & Co.  
Hongkong, 26th October, 1906. [623]

PREMIUM  
BONDS

WE are the largest Dealers in the world in these attractive securities.

## WHAT ARE THESE BONDS?

They are high-class and absolutely safe securities, payable to bearer, issued by  
the various Governments and Municipalities of Europe; they are redeemable at  
periodical drawings, either with Cash Premiums varying from £40 to £40,000,  
or, at the very least, at their full nominal value.

## EASY PAYMENTS.

We sell these Bonds singly or in combinations of the most advantageous ones,  
payable by convenient Monthly Instalments ranging from 15s. to £20.

Write for Handbook, sent post free.  
MELVILLE, GILYN & Co., Bankers, 3, Rue de la Bourse, PARIS (France).

[1024]

## NOTICES TO CONSIGNEES

## NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND  
SINGAPORE.

## THE Steamship

"LIGHTNING,"  
having arrived from the above Ports, Con-  
signees of cargo are hereby informed that their  
goods will be delivered from alongside.

Cargo impeding the discharge of the Vessel  
will be landed at once, at Consignees' risk and  
expense.

Cargo remaining on board after 4 P.M. of the  
17th inst., will be landed at Consignees' risk and  
expense.

Consignees of Cargo from SINGAPORE and  
PENANG are requested to take IMMEDIATE  
delivery of their goods from alongside, such cargo  
impeding the discharge of the Vessel will be  
landed and stored at Consignees' risk and  
expense.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by the  
undersigned.

DAVID SASSOON & Co., Ltd.  
Agents.  
Hongkong, 14th August, 1909. [1067]

## NORDEUTSCHER LLOYD, BREMEN.

## IMPERIAL GERMAN MAIL LINE.

## NOTICE TO CONSIGNEES.

## THE Steamship

"BUELOW,"  
having arrived, Consignees of Cargo are hereby  
informed that their Goods, with the exception  
of Opium, Treasure and Valuables, are being  
landed and stored at their risk into the  
hazardous and/or extra hazardous Godowns of  
the Hongkong and Kowloon Wharf and  
Godown Company, Limited, Kowloon, and West  
Point Godowns, whence delivery may be  
obtained.

No Claims will be admitted after the Goods  
have left the Godowns, and all goods remaining  
undelivered after the 17th inst. will be subject  
to rent.

All broken, chafed and damaged Goods are  
to be left in the Godowns, where they will be  
examined on the 17th inst., at 9.30 A.M.

All Claims must reach us before the 21st inst.,  
or they will not be recognised.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the  
undersigned.

NORDEUTSCHER LLOYD,  
MELCHERS & Co.,  
General Agents.

Hongkong, 10th August, 1909. [5]

## FROM EUROPE.

## THE H.A.L. Steamship

"SPEZIA,"  
Captain Girstenbrun, having arrived, Con-  
signees of Cargo are hereby informed that their  
goods are being landed and placed at their risk  
in the hazardous and/or extra-hazardous God-  
owns of the Hongkong and Kowloon Wharf  
and Godown Company, Limited, whence  
delivery may be obtained against Bills of  
Lading countersigned by the Undersigned.

Optional Cargo will be forwarded unless  
notice to the contrary be given before 2 P.M.

All Claims must be presented within ten days  
of the steamer's arrival here, after which date  
they cannot be recognised.

No Claims will be admitted after the Goods  
have left the Godowns, and all Goods remaining  
undelivered after the 20th inst. will be subject  
to rent.

All broken, chafed and damaged Goods are  
to be left in the Godowns, where they will be  
examined on the 19th inst. at 3 P.M.

No Fire Insurance will be effected by us in  
any case whatever.

HAMBURG-AMERIKA LINE,  
Hongkong Office.

Hongkong, 13th August, 1909. [1072]

## THE BANK LINE, LIMITED.

## NOTICE TO CONSIGNEES.

STEAMSHIP "AYMEIC"  
FROM TACOMA, SEATTLE, YOKOHAMA,  
KOBE, MOJI and MANILA.

THE above Steamer having arrived, Con-  
signees of Cargo are hereby requested to  
send in their Bills of Lading for countersigna-  
ture and to take immediate delivery of their  
Goods from alongside.

Cargo impeding the discharge of the Vessel  
will be landed and stored at Consignees' risk  
and expense.

No Fire Insurance will be effected by us in  
any case whatever.

DODWELL & Co., Ltd.,  
Agents.

Hongkong, 13th August, 1909. [8]

## GENTLEMEN, WE HAVE

## SOMETHING TO SUIT

## YOU!

## JUST UNPACKED.

A Fine Stock of  
GENTLEMEN'S & BOYS' (SOCKS).  
Assorted Shades and Designs

Black, Tan, Striped, Checks, Lisle and Silk

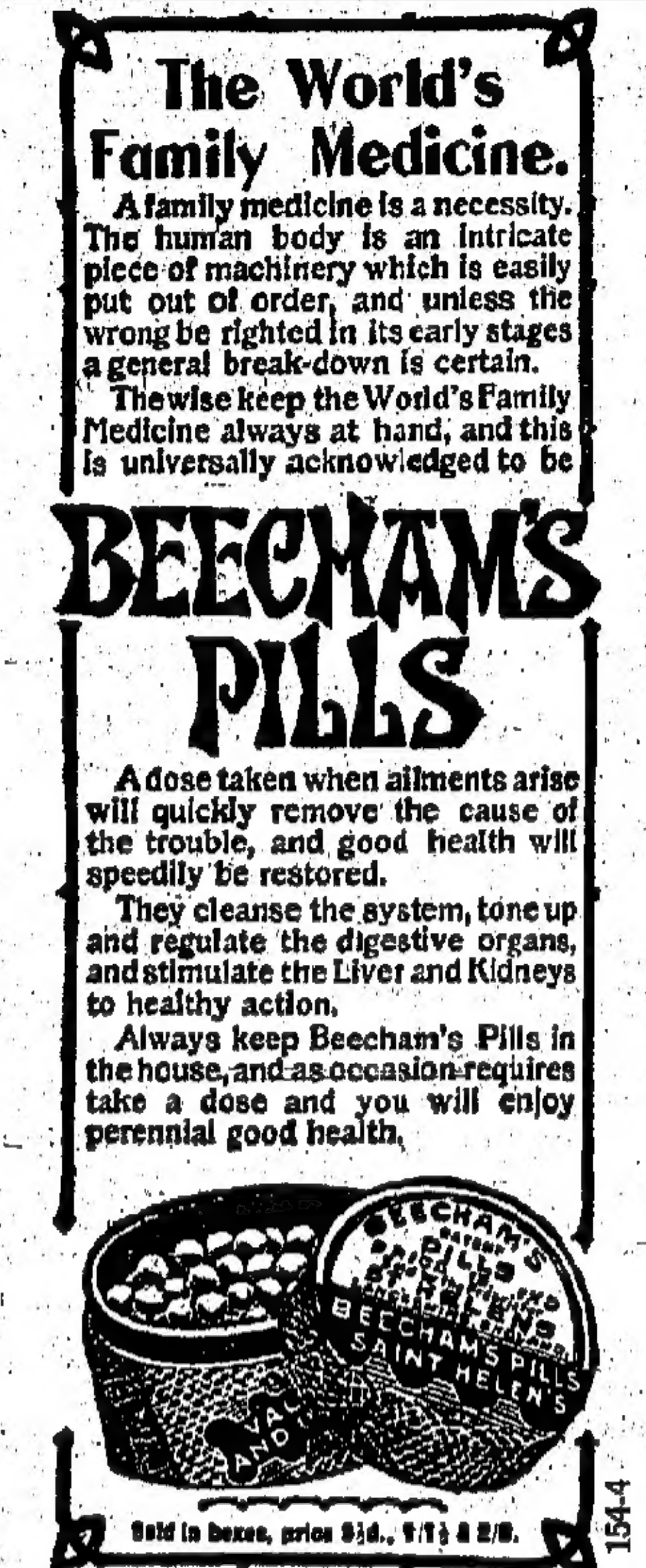
Lisle, Double Heel and Toe, Plain

and Lace Worked

Warranted Fast Colours.

Guaranteed Stainless.

HOOSAIN-ALI & Co.  
Hongkong, 3rd August, 1909. [41]



AS SUPPLIED TO THE HOUSE OF  
LORDS AND HOUSE OF COMMONS.

THORNE'S  
OLD VAT

THIS VAT WAS STARTED BY THE LATE ROBERT THORNE  
OF GLENROCK AND HAS BEEN SOLD SINCE 1801

## SCOTCH WHISKY.

SOLE AGENTS IN 1068  
HONGKONG, CHINA & MANILA.  
A. S. WATSON & CO., LTD.



MITSU BISHI DOCKYARD  
AND ENGINE WORKS,  
NAGASAKI.

CODE WORD: "DOCK."  
A.I., A.B.C., and Engineering Code Used  
NEW DOCK NOW OPEN.

DOCK No. 3.  
Extreme Length ... 722 feet  
Length on Blocks ... 714 "  
Width of Entrance on Top ... 964 "  
Width of Entrance on Bottom ... 884 "  
Water on Blocks at Spring Tide ... 342 "

DOCK No. 1.  
Extreme Length ... 523 feet  
Length on Blocks ... 513 "  
Width of Entrance on Top ... 88 "  
Width of Entrance on Bottom ... 77 "  
Water on Blocks at Spring Tide ... 62 "

DOCK No. 2.  
Extreme Length ... 371 feet  
Length on Blocks ... 350 "  
Width of Entrance on Top ... 66 "  
Width of Entrance on Bottom ... 53 "  
Water on Blocks at Spring Tide ... 22 "

PATENT SITE.  
Suitable for vessels up to 1,000.

THE WORKS are well equipped with  
LATEST PLANTS and APPLI-  
ANCES to undertake BUILDING or  
REPAIRING SHIPS, ENGINES, and  
BOILERS; and also ELECTRICAL  
WORK.

A LARGE STOCK of MATERIALS is  
always kept on hand.  
THE COMPANY has the powerful steamer  
"OURA-MARU" (112 tons, 700 I.H.P.)  
specially built for SALVAGE PURPOSES  
equipped with necessary gear, always ready  
Short Notice. [805]



## SHIPPING.

## ARRIVALS.

ASHYABU, British str., 2,400, Harding, 16th August—San Francisco 23rd June and Shanghai 12th August, Ton—Standard Oil & Co.

AWA MARU, Japanese str., 3,912, A. Keith, 16th August—Japan 4th and Shanghai 13th August, General—Nippon Yusen Kaisha.

CHEONGSHING, British str., 1,265, V. McLiddell, 16th August—Tientsin 10th August, General—Jardine, Matheson & Co.

ERNEST SIMONS, French str., 2,891, R. Gerard, 16th August—Shanghai 13th August, General—Messageries Maritimes.

GUYENARD, British str., 2,856, Hanghton, 16th August—Hankow and Shanghai 13th August, General—McGregor Bros & Co.

GUENFALCO, British str., 1,434, J. H. Halseworth, 16th August—Singapore 10th August, General—Joo Yok Song.

GLENSTRAZ, British str., 3,054, J. McGilivray, 16th August—Singapore 10th August, General—McGregor Bros & Co.

HILARY, German str., 1,276, H. H. Halseworth, 16th August—Pulo Laut 4th August, Sagar—Sander, Weller & Co.

JACOB DIERDRECHTS, German str., 623, A. Hansen, 16th August—Pakhoi 9th and Hoihow 15th August, General—Jensen & Co.

KAPUKU MARU, Japanese str., 1,903, S. Sada, 16th August—Mojoi 8th August, Sagar—Mitsu Bishi Goshi Kaisha.

KWANGLO, Chinese str., 1,069, Froberg, 16th August—Shanghai 12th August, General—C. M. S. N. Co.

LOONGSANG, British str., 1,093, M. Picknell, 16th August—Manila 13th August, General—Jardine, Matheson & Co.

NIPON, Austrian str., 4,014, Tarabochia, 16th August—Singapore 9th August, General—Sander Weller & Co.

RAJAH, German str., 1,000, H. E. Rohr, 16th August—Rajany 10th August, Wood—Butterfield & Swire.

RUN, British str., 1,519, R. W. Almond, 16th August—Manila 13th August, General—Shewan, Tomes & Co.

SEATTLE MARU, Japanese str., 3,524, T. Saiton, 16th August—Mojoi 11th August, General—Osaka Shosen Kaisha.

YENDO, Swedish str., 2,468, C. H. Anderson, 16th August—Mojoi 9th August, General—Melchers & Co.

## CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE.  
16th August.  
Chinua, British str., for Canton.  
Ernest Simons, French str., for Europe, &c.  
Glenfalloch, British str., for Amoy.  
Magallanes, American str., for Manila.  
Palma, British str., for Shanghai.

## DEPARTURES.

16th August.  
ITHAKA, German str., for Chinkiang.  
KWANGLO, Chinese str., for Canton.  
The British str. Gregory reports: From Kii Channel to Ooken, strong S.W. gale with high beam and head sea bar 29.53 for three days, thence to port light S.W. monsoon and smooth sea and fine clear weather.

## VESSELS IN DOCK.

August 16th.  
ABERDEEN DOCK.—  
KOWLOON DOCK.—Voyagers, Persia, Sorogon, Dos Hermanos, Naval Dock Catson, Rabi, Mauban.  
COSMOPOLITAN DOCK.—  
TAIKOO DOCK.—Fochow.

## VESSELS ON THE BERTH

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.  
STEAM TO SHANGHAI, YOKOHAMA AND KOBE.  
THE Company's Steamship  
"NIPPON."  
Capt. Tarabochia, will leave for the above places TO-MORROW, the 18th inst., at 4 A.M.  
This steamer has special accommodation for passengers, electric light, carries a doctor and stewardess.  
For Freight or Passage, apply to  
SANDER, WIELER & Co., Agents, Prince's Building.  
Hongkong, 11th August, 1909. [3]  
"INDRA" LINE LIMITED.  
FOR NEW YORK VIA SUEZ CANAL.

THE Steamship  
"INDRAWADI."  
Captain W. Gray Williams, will be despatched as above on the 21st August, 1909.  
For Freight or Passage apply to  
JARDINE, MATHESON & Co., Agents.  
Hongkong, 15th July, 1909. [966]  
EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.  
FOR SYDNEY AND MELBOURNE.  
(Calling at QUEENSLAND PORTS, and taking through cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)  
THE Steamship  
"ALDENHAM."  
Captain St. John George, will be despatched as above on MONDAY, the 23rd inst., at NOON.  
This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.  
This Steamer is installed throughout with the Electric Light.  
A Stewardess and a duly qualified Surgeon are carried.  
N.B.—To assure the additional comfort of passengers the Steamers of this Company have electric fans fitted in staterooms.  
For Freight or Passage, apply to  
GIBB, LIVINGSTON & Co., Agents.  
Hongkong, 6th August, 1909. [1050]  
REGULAR STEAMSHIP SERVICE  
(WITH LIBERTY TO CALL AT MALABAR COAST).  
PROPOSED SAILINGS FROM HONGKONG.  
FOR BOSTON AND NEW YORK.  
S.S. "LENNON." About 1st Sept.  
For Freight and further information, apply to  
DODWELL & Co., Ltd., Agents.  
Hongkong, 14th August, 1909. [1003]

## VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k." and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & REG.	PORT	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON &c. via SUEZ CANAL	CALEDONIA	Brit. str.	—	W. Hayward, R.M.S.	P. & O. S. N. Co.	On 21st inst., at Noon.
LONDON & ANTWERP	CARMARTHENSHIRE	Brit. str.	—	Daniel	JARDINE, MATHESON & Co., Ltd.	On 21st inst., at Noon.
LONDON & ANTWERP via SINGAPORE, &c.	STRIA	Brit. str.	—	D. C. Gregory, R.M.S.	P. & O. S. N. Co.	About 25th inst.
ANTWERP, ROTTERDAM & HAMBURG &c.	ANDALUSIA	Ger. str.	k.w.	Neumann	HAMBURG-AMERICA LINE	About 25th inst.
HAVRE, BREMEN & HAMBURG, &c.	SPESIA	Ger. str.	k.w.	Block	HAMBURG-AMERICA LINE	About mid. of Sept.
HAVRE & HAMBURG via STRAITS, &c.	SLAVONIA	Ger. str.	k.w.	Peter	HAMBURG-AMERICA LINE	On 1st Sept.
HAVRE & HAMBURG via STRAITS, &c.	YENDO	Dan. str.	—	Girard	MELCHERS & Co.	On 14th Sept.
MARSEILLES, HAVRE, COPENHAGEN, &c.	ERNEST SIMONS	French str.	—	—	MELCHERS & Co.	To-morrow.
MARSEILLES, &c. via PORTS OF CALL	AWA MARU	Jap. str.	—	A. Keith	NIPPON YUSEN KAISHA	Middle of Aug.
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	CARMARTHENSHIRE	Brit. str.	—	Ingram	JARDINE, MATHESON & Co., Ltd.	To-morrow, at Daylight.
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	TAMBA MARU	Jap. str.	—	C. H. Butler	NIPPON YUSEN KAISHA	About 25th inst.
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	SAKONIA	Ger. str.	k.w.	Babe	NIPPON YUSEN KAISHA	On 1st Sept., at D'light
MARSEILLES, HAVRE & HAMBURG, &c.	CATHAY	Dan. str.	—	—	HAMBURG-AMERICA LINE	On 2nd Sept.
MARSEILLES, HAVRE, COPENHAGEN, &c.	MISHIMA MARU	Jap. str.	—	A. E. Moore	MELCHERS & Co.	End of Sept.
GENOA, MARSEILLES, LONDON, & ANTWERP, &c.	AMERICA MARU	Jap. str.	—	—	NIPPON YUSEN KAISHA	About 25th inst.
CALLAO, IQUIQUE, &c. via JAPAN PORTS, &c.	GORDON	Ger. str.	—	R. Wilhelmi	MELCHERS & Co.	On 25th inst., at Noon.
NAPLES, GENOA, ALGERIE, GIBRALTAR, &c.	SIBERIA	Aut. str.	—	Redonich	SANDER, WIELER & Co.	About 25th inst.
TRIESTE, &c. via SINGAPORE, &c.	INDRAWADI	Brit. str.	—	W. G. Williams	JARDINE, MATHESON & Co., Ltd.	On 21st inst.
NEW YORK via SUEZ CANAL	LENNON	Brit. str.	—	J. Boyd	DODWELL & Co., Ltd.	About 10th Sept.
BOSTON & NEW YORK	AMERICA OF CHINA	Brit. str.	—	—	CANADIAN PACIFIC R. Co.	On 4th Sept., at 6 P.M.
YANCOUVER via SHANGHAI JAPAN, &c.	MONTEAGLE	Brit. str.	—	—	DODWELL & Co., Ltd.	On 28th inst.
YANCOUVER B.C. TACOMA & SEATTLE via JAPAN	SEATTLE MARU	Jap. str.	—	T. Saiton	CANADIAN PACIFIC R. Co.	On 18th Sept., at Noon.
YANCOUVER via SHANGHAI JAPAN, &c.	KAGA MARU	Jap. str.	—	M. Hagino	NIPPON YUSEN KAISHA	On 23rd inst.
TACOMA via KIELUNG, SHANGHAI & JAPAN	SHIMANO MARU	Jap. str.	—	K. Kawata	NIPPON YUSEN KAISHA	On 24th inst.
VICTORIA, B.C. & SEATTLE via KIELUNG, &c.	ORANGSHA	Brit. str.	—	G. W. Eddy	BUTTERFIELD & SWIRE	On 1st Sept., at 4 P.M.
AUSTRALIAN PORTS via MANILA	ADENHAM	Brit. str.	—	St. John George	GIBB, LIVINGSTON & Co.	On 23rd inst., at Noon.
AUSTRALIAN PORTS via MANILA	NIKKO MARU	Jap. str.	—	M. Yagi	NIPPON YUSEN KAISHA	On 23rd inst.
AUSTRALIAN PORTS via MANILA	PRINZ WALDEMAR	Ger. str.	—	F. Iske	MELCHERS & Co.	On 24th inst.
AUSTRALIAN PORTS via MANILA	KUMANO MARU	Jap. str.	—	F. Iske	NIPPON YUSEN KAISHA	On 24th inst.
KOBE & YOKOHAMA	PRINZ WALDEMAR	Ger. str.	—	F. Iske	MELCHERS & Co.	On 24th inst.
KOBE & YOKOHAMA	KANAGAWA MARU	Jap. str.	—	F. Iske	NIPPON YUSEN KAISHA	On 24th inst.
KOBE & YOKOHAMA	MIYAKAWA MARU	Jap. str.	—	Wm. Bainbridge	NIPPON YUSEN KAISHA	On 24th inst.
NAGASAKI, KOBE & YOKOHAMA	KUMANO MARU	Jap. str.	—	M. Winkler	NIPPON YUSEN KAISHA	On 24th inst.
JAPAN	TIKORI	Dut. str.	—	H. Koops	JAVA-CHINA-JAPAN LINE	On 24th inst.
NEWCHWANG	KWITANG	Brit. str.	—	Dowson	BUTTERFIELD & SWIRE	On 24th inst.
WEIHAIWEI & TIENTSIN	HUICHOW	Brit. str.	—	E. Forsyth	BUTTERFIELD & SWIRE	On 24th inst.
TIENTSIN via WEIHAIWEI & CHEFOO	CHONGSHING	Brit. str.	—	V. McLiddell	JARDINE, MATHESON & Co., Ltd.	On 24th inst.
SHANGHAI via SWATOW	KWANGSANG	Brit. str.	—	F. Wheeler	JARDINE, MATHESON & Co., Ltd.	To-morrow, at Noon.
SHANGHAI KOBE & YOKOHAMA	AUSALIN	French str.	—	E. Tarnobochia	MELCHERS & Co.	To-morrow, at 10 A.M.
SHANGHAI KOBE & YOKOHAMA	NIPON	Jap. str.	—	T. Sarge	SANDER, WIELER & Co.	To-morrow, at Noon.
SHANGHAI via SWATOW, AMOY & FOCHOW	CHONGHUN MARU	Jap. str.	—	T. Sarge	OSAKA SHOSHEN KAISHA	To-morrow, at 10 A.M.
SHANGHAI	CHIHSHA	Brit. str.	—	Sandbrook	BUTTERFIELD & SWIRE	To-morrow, at Noon.
SHANGHAI	CHONGSANG	Brit. str.	—	Wagner	JARDINE, MATHESON & Co., Ltd.	On 20th inst., at Noon.
SHANGHAI KOBE & YOKOHAMA	C. FRED. LAMBE	Ger. str.	—	H. Fowell	HAMBURG-AMERICA LINE	On 18th inst.
SHANGHAI	DEVANHA	Brit. str.	—	A. Mocher	P. & O. S. N. Co.	On 22nd inst.
SHANGHAI	CHENWAN	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 22nd inst.
SHANGHAI MOJI & KOBE	TAKASAKI MARU	Jap. str.	—	—	NIPPON YUSEN KAISHA	On 24th inst.
SHANGHAI YOKOHAMA, KOBE & MOJI	FOOKSANG	Brit. str.	—	—	JARDINE, MATHESON & Co., Ltd.	On 24th inst.
SHANGHAI	ANHU	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 24th inst.
SHANGHAI MOJI, KOBE & YOKOHAMA	LIAN	Brit. str.	—	—	P. & O. S. N. Co.	On 24th inst.
SHANGHAI KOBE & YOKOHAMA	AMERIA	Ger. str.	—	—	BUTTERFIELD & SWIRE	On 24th inst.
SHANGHAI YOKOHAMA & KOBE	CATHAY	Dan. str.	—	—	HAMBURG-AMERICA LINE	On 24th inst.
SHANGHAI YOKOHAMA & KOBE	DERFFLINGER	Ger. str.	—	—	MELCHERS & Co.	On 24th inst.
SHANGHAI NAGASAKI, KOBE & YOKOHAMA	TILANAP	Dut. str.	—	—	JAVA-CHINA-JAPAN LINE	On 24th inst.
SHANGHAI	BOHUN MARU	Jap. str.	—	—	OSAKA SHOSHEN KAISHA	On 24th inst.
AMOY via SWATOW & AMOY	DAIWIN MARU	Jap. str.	—	—	OSAKA SHOSHEN KAISHA	On 24th inst.
SWATOW via SWATOW & AMOY	HAIXAN	Brit. str.	—	—	DOUGLAS LAFRAIT & Co.	On 24th inst.
SWATOW, AMOY & FOCHOW	HAIXAN	Brit. str.	—	—	DOUGLAS LAFRAIT & Co.	On 24th inst.
SWATOW, AMOY & FOCHOW	TRAI	Brit. str.	—	—	DOUGLAS LAFRAIT & Co.	On 24th inst.
MANILA	LOONGSANG	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 24th inst.
MANILA	RUI	Brit. str.	—	—	JARDINE, MATHESON & Co., Ltd.	On 24th inst.
MANILA	TAKING	Brit. str.	—	—	SHAW, TOMES & Co.	On 24th inst.
MANILA	YUNNANG	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 24th inst.
MANILA	ZAPINO	Brit. str.	—	—	JARDINE, MATHESON & Co., Ltd.	On 24th inst.
BOMBAY via SINGAPORE & COLOMBO	BOMBAY MARU	Jap. str.	—	—	SHAW, TOMES & Co.	On 24th inst.
SINGAPORE, PENANG & CALCUTTA	GREGORY APCAR	Brit. str.	—	—	NIPPON YUSEN KAISHA	On 24th inst.
SINGAPORE, PENANG & CALCUTTA	LEORNING	Brit. str.	—	—	DAVID SASSOON & Co., Ltd.	On 24th inst.
SINGAPORE, PENANG & CALCUTTA	KUMANO	Brit. str.	—	—	DAVID SASSOON & Co., Ltd.	On 24th inst.
BATAVIA, OREBON, SAMARANG, &c.	TIBODAS	Dut. str.	—	—	JARDINE, MATHESON & Co., Ltd.	On 24th inst.

## THE BANK LINE LIMITED.

Taking Cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada and also for the Principal Ports in Mexico and Central and South America.

## PROPOSED SAILINGS FROM HONGKONG FOR VANCOUVER, B.C., TACOMA &amp; SEATTLE VIA MOJI, KOBE AND YOKOHAMA.

Steamer.	Tons.	Captain.	Sailing Date.
AYMERIC	4,363	J. Boyd	On 26th August.
SUBERIC	6,232	S. Skotton	On 23rd September.
OCANIC	4,657	F. W. Davies	On 21st October.
KUMERIC	6,232	J. Mathie	On 18th November.

These Steamers are specially fitted for the carriage of Asiatic Steerage Passengers.

## PARCEL EXPRESS TO THE UNITED STATES &amp; CANADA.

For further information apply to

DODWELL & CO., LIMITED, GENERAL AGENTS, QUEEN'S BUILDINGS. 8

Hongkong, 1st August, 1909.

## NORDDEUTSCHER LLOYD. BREMEN IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TO SAIL
YOKOHAMA & KOBE	"PRINZ WALDEMAR" Capt. F. ISKE	About Friday, 21st August.
NAPLES, GENOA, ALGERIE, GIBRALTAR, SOUTHAMPTON, ANTWERP & BREMEN	"GOEBEN" Capt. B. WILHELM	Wedday, 25th Aug., at Noon.
SHANGHAI, NAGASAKI, KOBE and YOKOHAMA	"DERFFLINGER" Capt. E. ZACHARIDE	About Thursday, 26th August.
MANILA, YAP, NEW GUINEA, BRISBANE, SYDNEY and MELBOURNE	"PRINZ WALDEMAR" Capt. F. ISKE	Friday, 10th Sept., at D'light

For further Particulars, apply to

NORDDEUTSCHER LLOYD, MELCHERS & Co., GENERAL AGENTS HONGKONG & CHINA.

Hongkong, 14th August, 1909. [5]

## CANADIAN PACIFIC RAILWAY CO'S ROYAL MAIL STEAMSHIP LINE.

## "EMPRESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Victoria and Vancouver B.C. The only Line that maintains a Regular Schedule Service of 12 DAYS YOKOHAMA to VANCOUVER, 21 DAYS HONGKONG to VANCOUVER SAVING 5 to 7 DAYS' OCEAN TRAVEL.

From Hongkong.	4th Sept.	From Quebec, or St. John, N.B.	Friday, 1st Oct.
"EMPRESS OF CHINA" SAT.	4th Sept.	"ALLAN LINE" FRIDAY	1st Oct.
"MONTEAGLE" SATURDAY	18th Sept.		
"EMPRESS OF INDIA" SAT.	25th Sept.	"EMPRESS OF IRELAND" FRIDAY	22nd Oct.
"EMPRESS OF JAPAN" SAT.	16th Oct.	"ALLAN LINE" FRIDAY	12th Nov.
"EMPRESS OF CHINA" SAT.	6th Nov.	"EMPRESS OF BRITAIN" FRIDAY	3rd Dec.

Steamships leave HONGKONG at 6 P.M. at 12 Noon.

THE Quickest route to CANADA, UNITED STATES AND EUROPE, calling at SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN) KOBE, YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail Express, and at QUEBEC with the Company's New Palatial "EMPRESS" Steamships, 14,500 tons register, thus providing a comfortable and speedy through route to Europe.

The "EMPRESS" steamers on the Pacific and on the Atlantic are equipped with the Marconi Wireless apparatus.

Hongkong to London, 1st Class, via Canadian Atlantic Ports or New York £71.10

Intermediate (on Steamers) " £43 " £45.

First Class rate to London includes cost of Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct Line.

E.M.S. "MONTEAGLE" carries Intermediate Passengers only, at Intermediate rates.

Passengers booked through to all ports and around the world.

SPECIAL THROUGH RATES (First Class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to

D. W. CRADDOCK, General Traffic Agent for China, Corner Pedlar Street and Praya, opposite Blake Pier.

Hongkong, 17th August, 1909.

Queen's Building.

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## MESSAGERIES MARITIMES FRENCH MAIL LINES.

FORNIGHTLY SERVICE TO AND FROM EUROPE VIA SUEZ CANAL.

FORNIGHTLY SERVICE TO AND FROM JAPAN VIA SHANGHAI.

FOR	STEAMERS	TO SAIL
MARSEILLES via PORTS	"ERNEST SIMONS" Capt. Girard	On 17th Aug. 1 P.M.
SHANGHAI, KOBE & YOKOHAMA	"AUSTRALIAN" Capt. R. g'ner	On 1st Aug. 10 A.M.
SHANGHAI, KOBE & YOKOHAMA	"POLYNESE" Capt. Broe	On 30th Aug. P.M.
MARSEILLES via PORTS	"TONKIN" Capt. Charbonnel	On 31st Aug. 1 P.M.

Transshipping on the Co.'s Steamers at Singapore or Batavia, at Colombo for Calcutta, Bombay and Australia; at Port Said for the Levant, Constantinople and Black Sea. Through Tickets to London, via Paris, from £27.10s. up to £71.10s. 20 hours Railway from Marseilles to London. Interpreters meet Passengers on their arrival in Marseilles.

For Further Particulars, apply to

P. DE CHAMPMORIN, AGENT, Queen's Building.

Hongkong, 17th August, 1909.

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## VESSELS ON THE BERTH

FOR SINGAPORE, PENANG AND CALCUTTA.

Taking Cargo on Through Bills of Lading to Rangoon, Madras and Mauritius.

THE Steamship

"GREGORY APCAR."

Captain S. H. Belson, will be despatched for the above Ports TO-MORROW, the 18th inst., at Noon, instead of as previously advertised.

For Freight or Passage, apply to

DAVID SASSOON & Co., Ltd., Agents.

Hongkong, 17th August, 1909. [1066]

FOR SINGAPORE, PENANG AND CALCUTTA.

Taking Cargo on through Bills of Lading to Rangoon, Madras and Mauritius.

THE Steamship

"LIGHTNING."

Captain A. E. Gantles, will be despatched for the above ports on THURSDAY, the 19th inst., at 5 P.M.

For Freight or Passage, apply to

DAVID SASSOON & Co., Ltd., Agents.

Hongkong, 12th August, 1909. [1067]

FOR SINGAPORE, PENANG AND CALCUTTA.

Taking Cargo on through Bills of Lading to Rangoon, Madras and Mauritius.

THE Steamship

"PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY."

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.



# PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI	DEVANHA Capt. H. Powell	About 19th Aug.	Freight and Passage.
LONDON VIA USUAL PORTS	CALEDONIA Capt. W. Hayward, R.N.R.	Noon, 21st Aug.	See Special of Call.
LONDON and ANTWERP VIA SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES	SYRIA Capt. D. C. Grogan, R.N.R.	About 25th Aug.	Freight and Passage.
SHANGHAI, MOJI, KOBE and YOKOHAMA	NILE Capt. E. P. Martin	About 27th Aug.	Freight and Passage.

For further Particulars, apply to

E. A. HEWETT,  
Superintendent.

Hongkong, 17th August, 1909.

## CHINA NAVIGATION CO., LD. SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
MANILA	"TEAN"	On 17th Aug. 3 P.M.
SHANGHAI	"CHINHUA"	On 18th Aug. 4 P.M.
MANILA, ZAMBOANGA, THURSDAY ISLAND, COOK-TOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY, with Transhipment for TASMANIA, NEW ZEALAND, ADELAIDE, FREMANTLE and PERTH	"CHANGSHA"	On 20th Aug. 4 P.M.
NEWZHANG	"KWEIYANG"	On 21st Aug. 4 P.M.
SHANGHAI	"GHENAN"	On 22nd Aug. 5 P.M.
MANILA	"TAMING"	On 24th Aug. 3 P.M.
SHANGHAI	"ANHUI"	On 26th Aug. 4 P.M.
WEIHAIWEI and TIENTSIN	"HUICHOW"	On 26th Aug. 4 P.M.
SHANGHAI	"LINAN"	On 29th Aug. 5 P.M.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Surgeon is carried. REDUCED FARES, Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA TWIN SCREW STEAMERS and TIENTSIN STEAMERS have superior Passenger accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon.

FAST SCHEDULE TWIN SCREW STEAMERS "ANHUI," "GHENAN," "CHINHUA" and "LINAN" with excellent accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.Z.—These Steamers Land Passengers in Shanghai, avoiding the inconvenience of transhipment at Woonung.

FARE, INCLUDING WINES, \$45 SINGLE and \$80 RETURN.

Telephone 35.

For Freight or Passage apply to—

HONGKONG, 17th August, 1909.

BUTTERFIELD &amp; SWIRE,

AGENTS.

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## EAST ASIATIC CO., LD. COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI. RUSSIAN EAST ASIATIC CO., LD., ST. PETERSBURG & VLADIVOSTOK. SWEDISH EAST ASIATIC CO., LD. GOTHENBURG.

### PROJECTED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	DATE OF SAILING
MARSEILLES, HAVRE, COPENHAGEN, GOTHENBURG and BALTIC PORTS	"YEDDO"	Middle of August.
SHANGHAI, YOKOHAMA and KOBE	"CATHAY"	End of August.
MARSEILLES, HAVRE, COPENHAGEN and BALTIC PORTS	"CATHAY"	End of September.

For Further Particulars apply to

MELOHERS & CO.,  
AGENTS.

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## DOUGLAS STEAMSHIP CO., LIMITED.

### HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST CLASS—FASTEST AND MOST LUXURIOUS STEAMERS ON THE COAST HAVING SPLENDID ACCOMMODATION FOR FIRST-CLASS PASSENGERS. ELECTRIC LIGHT AND FIRST-CLASS CUISINE.

STEAMERS	FOR	LEAVING
"HAITAN"	SWATOW, AMOY and FOOCOW.	TUESDAY, 17th Aug. at 2 P.M.
"HAIYUN"	SWATOW	WEDNESDAY, 18th Aug. at 2 P.M.
"HAIYANG"	SWATOW, AMOY and FOOCOW.	FRIDAY, 20th Aug. at 2 P.M.

A REDUCTION OF 20 PER CENT. ON FIRST CLASS FARES TO FOOCOW WILL BE MADE DURING THE MONTHS OF AUGUST AND SEPTEMBER.

FOR THE CONVENIENCE OF PASSENGERS, STEAMERS WILL ARRIVE AT, AND DEPART FROM, THE COMPANY'S WHARF (NEAR BLAKE PIER).

For Freight and Passage apply to—

DOUGLAS, LAPRAIK & Co.,  
GENERAL MANAGERS.

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## INDO-CHINA S. NAV. CO., LD.

### PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR	STEAMERS	TO SAIL
SHANGHAI VIA SWATOW	"KWONGSANG"	Wed. day, 18th Aug., Noon.
TIENTSIN via WEIHAIWEI & CHEFOO	"CHEONGSHING"	Saturday, 21st Aug., 5 P.M.
SHANGHAI	"HOYSANG"	Friday, 20th Aug., Noon.
MANILA	"LOONGSANG"	Friday, 20th Aug., 4 P.M.
SHANGHAI, YOKOHAMA, KOBE and MOJI	"FOOKSANG"	Tuesday, 24th Aug., Noon.
MANILA	"YUENSANG"	Friday, 27th Aug., 4 P.M.
SINGAPORE, PENANG & CALCUTTA	"KUTSANG"	Tuesday, 31st Aug., 5 P.M.

RETURN TOURS TO JAPAN.

OCCUPYING 24 DAYS.

The Steamers "KUTSANG," "YUENSANG" and "FOOKSANG" leave about every 3 weeks for Shanghai and Yokohama returning via Kobe (Inland Sea) and Moji to Hongkong, providing a stay of 6 days in Japan. If passengers leave the steamer at Yokohama and rejoin at Kobe.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.

Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yangtze Ports, Chefoo, Tientsin &amp; Newchwang.

Telephone No. 61.

For Freight or Passage, apply to—

HONGKONG, 17th August, 1909.

JARDINE, MATHESON & Co., Ltd.,  
GENERAL MANAGERS.

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## NIPPON YUSEN KAISHA. (THE JAPAN MAIL STEAMSHIP CO.)

### PROJECTED SAILINGS FROM HONGKONG— SUBJECT TO ALTERATION.

DESTINATION.	STEAMERS.	TONS.	SAILING DATES.
MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO, and PORT SAID	AWA MARU Capt. A. Roth	6,500	WEDNESDAY, 18th Aug. at Daylight.
YOKOHAMA, B.C. and SEATTLE, via KEELUNG, SHANGHAI, MOJI, KOBE, YOKOHAMA, SHIMIZU	TAMBA MARU Capt. C. H. Butler	6,500	WEDNESDAY, 1st Sept. at Daylight.
SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	KAGA MARU Capt. M. Hagino	6,500	TUESDAY, 17th Aug. at 4 P.M.
KOBE and YOKOHAMA	SHINANO MARU Capt. K. Kawa	7,000	TUESDAY, 14th Sept. at 4 P.M.
BOMBAY via SINGAPORE and COLOMBO	NIKKO MARU Capt. M. Yagi	6,000	FRIDAY, 3rd Sept. at Noon.
SHANGHAI, MOJI and KOBE	KUMANO MARU Capt. M. Winkler	6,000	FRIDAY, 1st Oct. at Noon.
YOKOHAMA	KANAGAWA MARU Capt. J. Nagai	6,500	FRIDAY, 20th Aug. at 5 P.M.
YOKOHAMA	BOMBAY MARU Capt. W. A. Evans	6,000	FRIDAY, 20th Aug. at 5 P.M.
YOKOHAMA	TAKASAKI MARU Capt. A. Mooker	5,000	TUESDAY, 24th Aug. at Noon.
YOKOHAMA	MIYASAKI MARU Capt. T. Murai	9,000	FRIDAY, 27th Aug. at 5 P.M.
YOKOHAMA	KUMANO MARU Capt. M. Winkler	6,000	WEDNESDAY, 1st Sept. at Noon.

### EXTRA PASSENGER SERVICE NEW STEAMERS— EUROPEAN LINE.

FOR GENOA, MARSEILLES, LONDON and ANTWERP VIA SINGAPORE, COLOMBO, SUEZ and PORT SAID.

THE Co.'s NEWLY BUILT 9,000 TON PASSENGER STEAMERS WILL BE DESPATCHED FROM HONGKONG AS FOLLOWS:

MISHIMA MARU	(Capt. A. E. Moses)	About Wed. 25th Aug.
ATSUTA MARU	(Capt. Wm. Thompson)	About Wed. 22nd Sept.
MYASAKI MARU	(Capt. T. Murai)	About Wed. 20th Oct.
KITANO MARU	(Capt. F. E. Cope)	About Wed. 17th Nov.

CHEAPEST PASSAGE RATES TO EUROPE AND AROUND THE WORLD.

### CHEAPEST ROUND TRIPS BETWEEN HONGKONG AND JAPAN PORTS.

Commencing 1st June, ending 31st August, 1909.  
SPECIAL EXCURSION (1st & 2nd CLASS) AVAILABLE FOR 4 MONTHS.

	Yokohama Return.	Kobe Return.	Moji Return.	Nagasaki Return.
1st CLASS	\$120	\$110	\$100	\$90
2nd	\$80	\$70	\$60	\$50

Option of rail between Calling Ports in Japan.

For further particulars apply to

T. KUSUMOTO,  
MANAGER.

Hongkong, 4th August, 1909.

## CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS.	CAPTAIN	FOR	SAILING DATE.
RUBI	2340	R. W. Almond	Manila	On 21st Aug., Noon.
ZAFIRO	2540	R. Rodger	Manila	On 28th Aug., Noon.

For Freight or Passage apply to

HONGKONG, 2nd August, 1909.

SHEWAN, TOMES & Co.,  
General Managers.

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## HAMBURG-AMERIKA LINIE HAMBURG.

### EAST ASIATIC FREIGHT SERVICE.

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS, COLOMBO, to HAVRE, BREMEN and HAMBURG, to NEW YORK.

TAKING Cargo at Through Rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Sea and Baltic Ports, and all North and South American Ports.

Also via Aden or Port Said, by the Company's "Arabian and Persian Service" to Arabian and Persian Gulf Ports.

### NEXT SAILINGS FROM HONGKONG:

#### OUTWARD.

FOR SHANGHAI, KOBE & YOKOHAMA:	FOR HAVRE & HAMBURG:
S.S. C. FEED LAEISZ 19th Aug.	S.S. SLAVONIA ... 18th August
S.S. AMBRIA ... 30th Aug.	FOR HAVRE, BREMEN & HAMBURG:
S.S. NICOMEDIA ... 12th Sept.	S.S. ANDALUSIA ... 1st Sept.
S.S. LIBERIA ... 15th Sept.	FOR MARSEILLES, HAVRE & HAMBURG:
	S.S. SAXONIA ... 2nd Sept.
	FOR HAVRE & HAMBURG:
	S.S. SPEZIA ... 14th Sept.

Further Particulars, apply to—

HAMBURG-AMERIKA LINIE,  
Hongkong Office.

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## SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE FOR  
CALLAO, IQUIQUE, VALPARAISO, etc., via MOJI, KOBE, YOKOHAMA, HONOLULU and SALINA CRUZ (Mexico).

S.S. AMERICA MARU	6000 tons gross	Sail Aug. 30th, at Noon.
S.S. HONGKONG MARU	6000	Oct. 26th, at Noon.
S.S. MANSU MARU	5000	Dec. 10th, at Noon.

For particulars apply to

K. MATSUDA, Manager.  
TOYO KISEN KAISHA, Yok Building.

Hongkong, 29th June, 1909.

## THOS. COOK & SON, TOURIST, STEAMSHIP & FORWARDING AGENTS, BANKERS, &c.

CHIEF OFFICE:—LUDGATE CIRCUS, LONDON, E.C.  
TICKETS to EUROPE by the principal STEAMSHIP LINES and TRANS-SIBERIAN RAILWAY.

TOURS arranged to ALL PARTS of the WORLD.

BAGGAGE collected, forwarded and insured at lower rates.

LETTERS of CREDIT and CIRCULAR NOTES ISSUED and CASHED.

FOREIGN MONIES exchanged.

Head Office for the Far East:—

16, DES VOEUX ROAD,  
HONGKONG.

Japan Office:

14, WATER STREET  
YOKOHAMA.

## OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.  
(Subject to Alteration).

### TRANS-PACIFIC SERVICE.

Connecting at TACOMA with

THE CHICAGO, MILWAUKEE and PUGET SOUND RAILWAY

AND

THE CHICAGO, MILWAUKEE and ST. PAUL RAILWAY.

(The only direct train service, without transhipment, also shortest and fastest route, from the Pacific Coast to Chicago). Taking cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal ports in Mexico, Central and South America.



FOR	STEAMERS	TONS	LEAVES
TACOMA VIA KEELUNG, SHANGHAI, MOJI, KOBE, SHIMIZU and YOKOHAMA	"SEATTLE MARU" Capt. T. Saito	6,178	SATURDAY, 28th August.

The Co.'s Newly Built Steamers have fair speed. Superior accommodation for steerage. Passengers situated AMIDSHIP. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE  
Taking Cargo on through Bills of Lading to all Yangtze River and North China Ports, by the steamers to Shanghai.

FOR	STEAMERS	LEAVES
SHANGHAI VIA SWATOW, AMOY & FOOCOW	"CHOSHUN MARU" Capt. T. SURUGA	THURSDAY, 19th Aug. at 10 A.M.
ANPING VIA SWATOW, AMOY & FOOCOW	"SOSHU MARU" Capt. K. SUGI	SATURDAY, 21st Aug. at 10 A.M.
TAMSUI VIA SWATOW, AMOY & FOOCOW	"DAIJIN MARU" Capt. Y. KUBURAKI	SUNDAY, 22nd Aug. at 10 A.M.

A Special Reduction of 20 per cent. on 1st and 2nd Class Fares to Foochow will be made during the months of August and September.

Fair Speed. Superior Passenger Accommodation. Electric Light throughout.

First Class Cuisine.

The Newly Built Steamers: "CHOSHUN MARU" and "BUJUN MARU" have First Class Cabins AMIDSHIP.

For information of Freight, Passages, Sailings, etc., apply at the Co.'s Local Branch Office, at Second Floor, No. 1, Queen's Buildings.

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T. ARIMA,  
MANAGER.

## PENINSULAR & ORIENTAL STEAM NAVIGATION CO.

### HOMEWARD PASSENGER SEASON 1910.

#### PROPOSED SAILINGS OF MAIL STEAMERS

## MARSEILLES AND LONDON.

TAKING PASSENGERS ALSO FOR  
COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.  
THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

STEAMERS to	Leave HONGKONG	Connecting Steamers from COLOMBO to MARSEILLES & LONDON	Due MARSEILLES (Brindisi 2 days earlier)	Due LONDON (1 day later)
Steamer	Tons	Steamer	Tons	
ARCADIA	7000	MANTUA	11000	March 5
ASSAYE	7500	CHINA	8000	March 19
DELTA	8000	MALWA	11000	April 2
MACEDONIA	10500	(Through Steamer calling at Bombay)		April 16
DEVANHA	8000	MONGOLIA	10500	April 30
ASSAYE	8000	MARMORA	10500	May 14
DELTA	7500	MOREIA	11000	May 28
DELHI	8000	MOULTAN	10000	June 12

Passengers change Steamers at COLOMBO, and those for BRINDISI transfer also to the Express Mail Steamer at PORT SAID.

Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong or at the time of Booking.

FARES TO LONDON (Including Surtax):

1st SALOON £71.10 SINGLE £142.12 RETURN.

2nd " £48.8 " £97.6 "

In addition to the above Mail Steamers the following:—

INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS

WILL LEAVE FOR

### LONDON.

CARRYING SALOON PASSENGERS AT REDUCED RATES.

STEAMERS	Leave HONGKONG	Due LONDON
* SYRIA	about 26	March 12
* SUMATRA	February 9	March 26
* NYANZA	February 23	April 9
* BUNDA	March 6	May 7
* MALTA	April 20	June 4
* SARDINIA	May 4	June 18
* NORE	May 18	July 2

These Steamers call also at SINGAPORE, PENANG, COLOMBO, and at MARSEILLES.

FARES TO LONDON (Including Surtax):

1st SALOON £55.10 SINGLE £110.20 RETURN.

2nd " £38.10 " £76.4 "

\* Carry 1st and 2nd Saloon Passengers.

For Further Particulars, apply to—

1076]

E. A. HEWETT,  
SUPERINTENDENT.

### NATAL LINE OF STEAMERS.

THE Undersigned GENERAL AGENTS in CHINA and JAPAN for the above Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH AFRICA, in connection with INDO-CHINA STEAM NAVIGATION CO.'s fortnightly service hence to CALCUTTA. Sailings from CALCUTTA for CAPT. PORTS every fortnight.

For Freight and further particulars, apply to

DODWELL &amp; CO., LIMITED.

General Agents for China and Japan.

Hongkong, 4th August, 1899.

[9]

DR. M. H. CHAUN.

THE latest Method of the AMERICAN SYSTEM of DENTISTRY.

33, QUEEN'S ROAD CENTRAL.

From the University of Pennsylvania, U.S.A.

Hongkong, 17th April, 1907.

[415]

SIEN TING

SUB-GEON-DENTIST.

No. 10, D'AGUIAR STREET.

TERMS VERY MODERATE.

Consultation Free.

Hongkong, 21st September, 1905.

[504]

**SANTAL MIDY**

These tiny Capsules—superior to Capsules, Cubes, and Injections—cure the same diseases as these drugs in forty-eight hours without inconvenience.

Each Capsule bears the name MIDY.

FOR DISEASES OF THE ORGANS

**GRIMAULT'S SYRUP**

OF HYPO-PHOSPHITE OF LIME

Prescribed in France for the last 30 years. It retains its reputation for CONSUMPTION, OBSTINATE COUGHS, COLDS, DISEASES OF THE CERVIX, LUNGS, and BRONCHIAL TUBES.



## POST OFFICE NOTICE

Only fully prepaid letters and postcards are transmissible by the SIBERIAN Route to EUROPE.

## SIBERIAN ROUTE

Owing to serious floods on the Chinese Eastern Railway, Siberian route mails will be considerably delayed.

Mails will be sent via Vladivostok leaving Shanghai every Saturday until normal conditions are established.

The Australian, with the French Mail of the 16th July, left Saigon on Sunday, the 15th inst., at 4 a.m., and may be expected here to-day, at 6 p.m. This packet brings replies to letters despatched from Hongkong on the 12th July.

The Despatch, with the English mail of the 22nd ultimo, left Singapore on Friday, the 13th instant, at 6 p.m., and may be expected here to-morrow, at 7 a.m. This packet brings replies to letters despatched from Hongkong on the 22nd July, and the parcel mails closed in London for despatch by the all-sea route on the 14th July, and for despatch overlaid on the 21st July.

FOR	PER	DATE
Hobow	Johanne	Tuesday, 17th, 9.00 A.M.
Hobow and Hongkong	Hongkong	Tuesday, 17th, 9.00 A.M.
		Thursday, 19th
		Printed Matter and Sam-
		ples 9.00 A.M.
		Registration, with late
		fee of 10 cents, up to
		3.45 A.M.
		Registration, Kowloon
		10.00 A.M.
		No late fee
		Letters 10.00 A.M.
		Tuesday, 17th
		Printed Matter and Sam-
		ples 10.00 A.M.
		Registration, with late
		fee of 10 cents up to
		3.45 A.M.
		Registration, Kowloon
		10.00 A.M.
		No late fee
		Letters 11.00 A.M.
		Tuesday, 17th, 1.00 P.M.
		Tuesday, 17th, 1.15 P.M.
		Tuesday, 17th, 2.00 P.M.
		Wednesday, 18th, 3.00 P.M.
		Thursday, 19th, 9.00 A.M.
		Friday, 20th, 9.00 A.M.
		Saturday, 21st, 9.00 A.M.
		Sunday, 22nd, 9.00 A.M.
		Monday, 23rd, 9.00 A.M.
		Tuesday, 24th, 9.00 A.M.
		Wednesday, 25th, 9.00 A.M.
		Thursday, 26th, 9.00 A.M.
		Friday, 27th, 9.00 A.M.
		Saturday, 28th, 9.00 A.M.
		Sunday, 29th, 9.00 A.M.
		Monday, 30th, 9.00 A.M.
		Tuesday, 31st, 9.00 A.M.

**NOW IS THE TIME TO DRINK**

**SUN PILSENER BEER.**

OBTAINABLE EVERYWHERE.

H. RUTTONJEE &amp; SON.

WINE AND SPIRIT MERCHANTS.

## COMMERCIAL.

## EXCHANGE CLOSING QUOTATIONS.

ON LONDON	August 16th
Telegraphic Transfer	1/8 1/2
Bank Bills, on demand	1/8 1/2
Bank Bills, at 30 days' sight	1/8 1/2
Bank Bills, at 4 months' sight	1/9
Credits, at 4 months' sight	1/9 1/2
Documentary Bills, at 4 months' sight	1/9 1/2
ON GERMANY	
Bank Bills, on demand	219
Credits, at 4 months' sight	222 1/2
ON NEW YORK	
Bank Bills, on demand	42 1/2
Credits, at 60 days' sight	43 1/2
ON BOMBAY	
Telegraphic Transfer	131
Bank, on demand	131 1/2
ON CALCUTTA	
Telegraphic Transfer	131
Bank, on demand	131 1/2
ON SHANGHAI	
Bank, at sight	74 1/2
Private, 30 days' sight	75 1/2
ON YOKOHAMA	
Bank, on demand	84 1/2
ON MANILA	
Bank, on demand	85 1/2
ON SINGAPORE	
Bank, on demand	74 1/2
ON BATAVIA	
Bank, on demand	104 1/2
ON HONGKONG	
Bank, on demand	94 1/2
ON SAIGON	
Bank, on demand	87 1/2
ON SOERABAYA	
Bank, on demand	111.45
GOLD LEAF, 100 fine, per tola	359.80
BAR SILVER, per oz.	23 1/2

## SUBSIDIARY COINS.

	per cent.
Chinese	20 cents pieces, \$1.98, discount.
Chinese	100 " " 38.65 " "
Hongkong	20 " " 77.70 " "
Hongkong	100 " " 88.40 " "

## OPIMUM.

Quotations are—	August 16th.
Malwa New	\$1.140/1.160 per picul.
Malwa Old	\$1.170/1.200 " "
Malwa Older	\$1.210/1.250 " "
Malwa V. Old	\$1.260/1.300 " "
Persian fine quality	\$1.000/1.110 " "
Persian extra fine	\$950/1.000 " "
Patna New	\$1.000 " per chest.
Patna Old	\$1.045 " "
Benares New	\$1.045 " "
Benares Old	\$1.030 " "

## VESSELS EXPECTED.

THE FRENCH MAIL.
The M.M. str. <i>Australien</i> , with the French Mail of the 18th ult., and mails from London of the 17th ultimo, left Saigon on the 15th inst. at 4 a.m., and may be expected to arrive here this afternoon, and will leave for Shanghai and Japan on or about the 18th inst.
THE AUSTRALIAN MAIL.
The C.N. Co.'s str. <i>Changshai</i> left Sydney on the 22nd ult., and is due here to-day.
The E. & A. str. <i>Empire</i> left Sydney on the 29th ult., for this port (via Queensland Ports and Manila).
THE ENGLISH MAIL.
The P. & O. str. <i>Denisha</i> left Singapore for this port on the 15th instant at 6 p.m. with the outward English Mails, and is due here to-morrow at about 7 a.m.
THE AMERICAN MAIL.
The P.M. str. <i>Mongolia</i> sailed from Yokohama on the 9th inst., and is due to arrive at Hongkong on the 21st inst.
THE INDIAN MAIL.
The Indo-China str. <i>Lalanga</i> left Calcutta for this port via the Straits on the 10th instant, and may be expected here on or about the 26th inst.
The Indo-China str. <i>Fookiang</i> from Calcutta and the Straits left Singapore for this port on the 14th instant.
MERCHANT STEAMERS.
The H.A. Line str. <i>Slavonia</i> left Shanghai via Fooking on the 12th instant a.m., and may be expected here to-day.
The H.A. Line str. <i>C. Ferd. Loeis</i> left Singapore on the 12th instant p.m., and may be expected here to-morrow.
The Bank Line str. <i>Suvaric</i> left Vancouver on the 7th inst. for Hongkong via ports.
The Ben Line str. <i>Benlavers</i> from Middlesbrough, Antwerp and London, left Singapore on the 13th inst. for this port.
The N.Y.K. str. <i>Kanagawa Maru</i> (European Line) left Singapore on the 13th instant, and is expected here on the 19th inst.
The N.Y.K. str. <i>Takasaki Maru</i> (Bombay Line) left Bombay on the 3rd instant, and is expected here on the 24th inst.

**STEAMERS PASSED THE CANAL.**

July 24th—*Minam, Cathay, Hyon, Kanagawa Maru*, 28th—*Indra, Schanghai, 31st—Nanur, Machan, Miyasaki Maru, Soobara, Nila*, August 4th—*Astoria, Austria, Benvenne, Denbighshire, Athol, Glamorganhire, 7th—Derfing, Coulson, Polynesia, Hakata Maru, Tydeus*, 11th—*York, Glenry, Bingo Maru, Scandia, Nicomedia, Pathan*, 14th—*Armand, Belic, Ceylon, Kintuck, Memnon, Yunnan*.

**ARRIVALS AT HOME.**

August 13th—*Manila, Sileia*.

THE  
TRADE MARK  
OF QUALITY  
DENOTING  
THE ACME OF  
EGYPTIAN  
CIGARETTE  
PERFECTION.

"They are social, soothing, blest,  
they have fragrance, force and  
zest."

IN 50'S & 100'S  
HERMETICALLY SEALED BOXES.  
FROM ALL TOBACCONISTS.

314-1

**The Egyptian Favourite**

among those who have sufficient knowledge of the essentials of a perfect Egyptian Cigarette is one or other of the brands known as

**Bouton Rouge**  
and  
**Felucca**  
EGYPTIAN CIGARETTES.

Until you have smoked them you really have not realized the perfection to which the manufacture of Egyptian Cigarettes can be brought. Their makers, Messrs. MASPERO FRERES, have now arranged for their supply by all high-class Tobacconists at the most reasonable prices.

**A Luxury to the Man of Taste**

Sole Agents:  
British-American Tobacco Co., Ltd., Hong Kong.

## SHARE LIST.—QUOTATIONS.

HONGKONG, AUGUST 16th, 1909.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	CLOSING QUOTATIONS.
<b>BANKS.</b>				
Hongkong & Shanghai Bank Corporation	120,000	\$125	all	\$1.030, sal. sel.
National Bank of China, Limited	99,925	£7	£6	\$65, buyers
Solo's Asbestos Eastern Agency, Limited	8,604	12/6	12/6	\$9, buyers
China Borneo Company, Limited	60,000	\$12	\$12	\$13, sales
China Light and Power Company, Limited	50,000	\$10	\$10	\$6.50, sales
China Provident Loan & Mortgage Co., Ltd.	50,000	\$1	\$1	\$10
200,000	\$10	\$10	\$10	\$6.65, sal. & sel.
<b>COTTON MILLS.</b>				
Cotton Spinning & Weaving Co., Ltd.	20,000	Tls. 50	Tls. 50	Tls. 136
Hongkong Cotton Spinning Co., Ltd.	125,000	\$10	\$10	\$8, sellers
International Cotton Manufacturing Co., Ltd.	10,000	Tls. 75	Tls. 75	Tls. 69 1/2
Leong-Kong-Mow C. Spin. & Weav. Co., Ltd.	9,000	Tls. 100	Tls. 100	Tls. 108
Soy Chee Cotton Spinning Co., Limited	2,000	Tls. 500	Tls. 500	Tls. 430
<b>Dairy Farm Company, Limited</b>	40,000	87 1/2	\$6	\$163, buyers
<b>DOCKS AND WHARVES.</b>				
H'kong & Kowloon Wharf & G. Co., Ltd.	60,000	\$50	all	\$60, sellers
Hongkong and Whampoa Dock Co., Ltd.	50,000	\$50	all	\$64, sales
New Amoy Dock Co., Limited	10,000	\$64	\$64	\$9
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	Tls. 100	Tls. 79
Shanghai and Hongkong Wharf Co., Ltd.	36,900	Tls. 100	Tls. 100	Tls. 148
<b>FOOTWEAR &amp; CO., LIMITED</b>	18,000	\$25	\$25	\$11, sellers
<b>GREEN ISLAND CEMENT CO., LIMITED</b>	400,000	\$10	\$10	\$8.80, sellers
<b>HONGKONG AND CHINA GAS CO., LIMITED</b>	7,000	\$10	all	\$210, buyers
<b>HONGKONG ELECTRIC CO., LIMITED</b>	60,000	\$10	\$10	\$20 1/2
<b>HONGKONG HOTEL COMPANY, LIMITED</b>	12,000	\$50	all	\$74 1/2 (old), buy.
<b>HONGKONG ICE COMPANY, LIMITED</b>	8,000	\$25	\$25	\$44 1/2, buyers
<b>HONGKONG ROPE MANUFACTURING CO., LIMITED</b>	60,000	\$10	all	\$19 1/2, sellers
<b>INSURANCES.</b>				
Canton Insurance Office Co., Limited	10,000	\$250	\$50	\$195, sellers
China Fire Insurance Co., Limited	20,000	\$100	\$20	\$115
China Traders Insurance Co., Limited	20,000	\$33.35	\$25	\$92, buyers
Hongkong Fire Insurance Co., Limited	8,000	\$250	\$50	\$350, sales
North China Insurance Co., Limited	10,000	\$25	\$5	\$120, buyers
Union Insurance Society, Limited	12,400	\$250	\$100	\$840, sales & sel.
Yangtze Insurance Association, Limited	12,000	\$100	\$60	\$225
<b>LANDS AND BUILDINGS.</b>				
Hongkong Land Investment Agency Co., Ltd.	50,000	\$100	\$100	\$102 1/2, buyers
Humphreys Estate and Finance Co., Ltd.	150,000	\$10	\$10	\$98, sellers
Kowloon Land and Building Co., Ltd.	6,000	\$50	\$30	\$50
Shanghai Land Investment Co., Limited	78,000	Tls. 60	Tls. 50	Tls. 119
West Point Building Co., Limited	12,500	\$50	\$50	\$44
<b>Mining.</b>				
Société Française des Charbonnages du Tonkin	16,000	Fr. 250	all	\$625, buyers
Raub Australian Gold Mining Co., Ltd.	200,000	£1	18/10	\$81, sellers
<b>Peak Tramways Co., Limited</b>	25,000	\$10	all	\$14 1/2
<b>Philippine Co., Limited</b>	5,000	\$10	\$1	\$1 1/2
75,000	\$10	\$10	\$10	\$8
<b>REFINERIES.</b>				
China Sugar Refining Co., Limited	20,000	\$100	all	\$137 1/2, sellers
Luxon Sugar Refining Co., Limited	7,000	\$100	all	\$20, buyers
<b>ROBINSON PIANO CO., LIMITED</b>	4,000	\$50	\$50	\$50, sellers
<b>STEAMSHIP COMPANIES.</b>				
China and Manila Steamship Co., Ltd.	30,000	\$25	\$25	\$10, sellers
Douglas Steamship Co., Limited	20,000	\$50	\$50	\$36
Hongkong, Canton & Macao S.B. Co., Ltd.	80,000	\$15	\$15	\$31 1/2, sales
Indo-China Steam Navigation Co., Ltd.	60,000	\$5	all	\$41 1/2, sol.
Shell Transport & Trading Co., Limited	2,000,000	£1	£1	74 1/2, buyers
Star Ferry Company, Limited	10,000	\$10	\$10	\$26, sales
South China Morning Post, Limited	10,000	\$10	\$5	\$15 1/2
Steam Laundry Company, Limited	6,000	\$25	\$25	\$3, sellers
20,000	\$5	\$5	\$5	\$3
<b>STORES AND DISPENSARIES.</b>				
Campbell, Moore & Co., Limited	1,200	\$10	all	\$12
Wm. Powell, Limited	15,000	\$7	\$7	\$4, sellers
Watkins, Limited	10,000	\$10	\$10	\$5, sellers
A. S. Watson & Co., Limited	90,000	\$10	\$10	\$8.40, sellers
Weissmann, Limited	175	\$100	\$100	\$150, buyers
United Asbestos Oriental Agency, Limited	9,900 ordy.	\$10	\$4	\$12.40
100 fiders	\$10	\$10	\$10	\$300
Union Waterboat Co., Limited	50,000	\$10	\$10	\$11

Loans.	Amount.	Value.	Interest.	Quotation.
Chinese Imperial 1886	Tls. 767,200	Tls. 250	7 1/2 p. annum	Par.

VERNON & SMYTH, Share-Brokers.

Per <i>Cheongshing</i> , from Tientsin, Messrs Clements and Goodman.	Hongkong Observatory, August 16th.			
Per <i>Ernest Simons</i> , from Shanghai, Messrs Lindemann, Vroe, Castels, Nessen & Djaling.	Previous Day at 6 p.m.	On Date at 10 a.m.	On Date at 4 p.m.	
Per <i>Gregory Ager</i> , from Japan, &c., Mr Mitchell, for Hongkong; Mr Robertson, for Calcutta.	Barometer	29.75	29.78	29.85
	Temperature	85	85	87
	Humidity	85	85	87
	Wind Direction	WSW	SW	SSW
	Force	3	3	3
	Weather	o	o	bq
	Rain	—	0.02	—
	Highest open air Temperature on 16th.....87			
	Lowest open air Temperature on 16th.....80			

## SHIPPING IN PORT.

STEARERS.
ANTIOCHUS, British str., 5,796, G. D. Keeg, 10th August—Tacoma via Japan 15th July, General—Butterfield & Swire.
ASIA, British str., 5,432, E. Gaultroger, 6th August—San Francisco via Ports 10th July, General—P. M. S. S. Co.
ATLANTIS, American str., 950, F. Endeale, 12th August—Hilo 7th August, Sugar—Hos.
ATHERIO, British str., 2,789, Jas. Boyd, 13th Aug.—Puget Sound via Japan and Manila 10th August, General—Dodwell & Co.
CHANGKOW, British str., 1,202, A. Partridge, 6th August—Wakamatsu 30th July, Coal—Butterfield & Swire.
CHINATA, British str., 1,355, A. Harris, 15th August—Shanghai 12th August, General—Butterfield & Swire.
CHOWAN, Chinese str., 1,177, C. Stewart, 12th August—Shanghai 8th August, General—C. M. S. N. Co.
CROISING, German str., 1,020, Bruhn, 15th August—Bangkok 7th August, Rice—Butterfield & Swire.
CROUSHE MARU, Japanese str., 1,303, T. Suruga, 16th August—Sawato 14th Aug. General—Osaka Shosen Kaisha.
CROWA, German str., 1,055, F. Schmitz, 11th August—Bangkok and Hoihow 10th Aug. Rice and Teakwood—Butterfield & Swire.
CYCLOPS, British str., 5,747, H. C. Harris, 7th August—Manila 5th August, General—Butterfield & Swire.
DEWEENT, British str., 1,562, J. Jenkins, 6th August—Salgon 2nd August, General—Man Fat.
DOS HERMANOS, American str., 540, M. Morales, 6th August—Manila 3rd Aug.—Jorge & Co.
FOOCHOW, British str., 1,228, Vincent, 2nd August—Cebu and Hilo 29th July, General—Butterfield & Swire.
GREGORY AFARIS, British str., 2,961, S. H. Belsan, 15th August—Kobe 9th August, General—David Sassoon & Co.
HAIRAN, British str., 1,183, J. S. Roach, 15th August—Sawato 14th August, General—Douglas, Lapraik & Co.
HAUTOTIS, Dutch str., 2,047, Offerhaus, 13th August—Sawato 12th August, Bulk Oil—Asiatic Petroleum & Co. Ltd.
HALVARD, Norwegian str., 1,207, C. Andersen, 14th August—Bangkok 6th and Hoihow 13th August, General—Aagaard, Thoresen & Co.
HAUTAN, 742, D. Sidel Aratino, 9th August—Hilo 4th August, General—
HELENIS, German str., 771, J. Jensen, 14th August—Touane and Hoihow 13th Aug. General—Jensen & Co.
HELOPOLIS, British str., 2,927, J. W. Martin, 6th August—Singapore 1st August, Ballast—Gibb, Livingston & Co.
HONGKONG, French str., 742, A. Cornelissen, 14th August—Haiphong and Hoihow 13th August, General—A. R. Marty.
ISOME MARU, Japanese str., 1,859, Ayashi, 5th August—Mororan 25th July, Coal—Mitsui Bussan Kaisha.
KAGA MARU, Japanese str., 6,301, M. Hagino, 6th August—Seattle 6th July, Coal and General—Nippon Yusen Kaisha.
KIANG CHING, Chinese str., 1,002, A. F. Brissander, 11th August—Chinkiang 7th August, General—King Lee.
KING GEORGE, British str., 2,057, J. E. Jeffrey, 1st August—New York 16th April, Kerosene—Standard Oil Co.
KWONGHANG, British str., 1,426, W. P. Baker, 13th August—Shanghai and Sawato 12th August, General—Jardine, Matheson & Co.
LIORHING, British str., 3,315, A. E. Gendles, 13th Aug.—Singapore 8th Aug. General—David Sassoon & Co.
LINAR, British str., 1,352, C. C. Williams, 12th August—Shanghai 8th August, General—Butterfield & Swire.
LISMORE, British str., 2,277, B. Morrison, 12th August—Barry 26th June, Coal—Dodwell & Co.
LUCROW, British str., 1,215, W. Baddley, 7th August—Haiphong and Hoihow 6th Aug. General—Butterfield & Swire.
MAGALANES, American str., 1,375, A. Yrenal, 7th August—Manila 3rd Aug. Ballast—Jorge & Co.
MANDARIN MARU, Jap. str., 4,444, Shimidzu, 10th August—Milke 4th August, Coal—Mitsui Bussan Kaisha.
MICHAEL JENSEN, German str., 959, J. Petersen, 14th August—Amoy 11th August, General—Jensen & Co.
PAIMA, British str., 4,913, G. W. Cockman, 15th August—Amoy and London 10th July, General—P. & O. S. N. Co.
PAOTING, British str., 1,027, D. M. Scott, 10th August—Wahaiwei 6th August, Salt—Butterfield & Swire.

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PITSANULOK, German str., 1,167, D. Belmers, 13th August—Bangkok and Sawato 12th August, Rice—Butterfield & Swire.

SOERABOON, American str., 821, J. M. Ugarte, 3rd August—Hilo 29th July, Sugar—Jorge & Co.

TRAN, British str., 1,350, Outerbridge, 13th August—Manila 10th August, General—Butterfield & Swire.

TELEMACHUS, British str., 1,340, Gillespie Edwards, 8th August—Manila 5th August, Ballast—Wo Fat Sing.

TYLANTAP, Dutch str., 2,475, R. J. von Emmerich, 8th August—Macassar 31st July, Sugar and General—Java-China-Japan Line.

VICTORIA, Swedish str., 989, T. Eckert, 14th August—Hoihow 13th August, Rice, and General—Wallen & Co.

VORWARTS, German str., 643, Uldrup, 30th June—Penang and Singapore 18th June, General—Jensen & Co.

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